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New York, Friday, September 24, 1880.

Counterfeit Money.

Among the new features adopted by the AMERICAN RAILROAD JOURNAL, as appears on another page of this issue, is a department on counterfeit money. It is intended to make this a permanent and authentic feature of the paper, and we believe it is one that will prove of great service and value to our readers. We are to receive from the U. S. Secret Service Division at Washington immediate notice of the discovery of counterfeits which will be promptly published in the JOURNAL, and information in various forms will be given, through facilities which we have, so that this department may be taken as a trustworthy guide and assistant in checking the circulation of bogus money.

The Cape Cod Ship Canal.

The ship canal which is to connect the waters of Massachusetts Bay with those of Buzzard's Bay follows the general plan of the Suez Canal, which is the only one yet constructed without locks at either end and communicating freely with the sea. The Suez Canal is, correctly speaking, an artificial strait connecting the Mediterranean and the Red Sea; and the fact that the two seas are nearly on the same level, and the rise of tide small, allowed this method of construction to be adopted.

The idea of forming this strait between the two seas is of very ancient origin, and its author unknown. It is understood that a water communication between the Red Sea and the Mediterranean was formed as early as six hundred years before the Christian Era and existed for a period of fourteen hundred years, after which it was allowed to fall into disuse.

The idea of restoring this ancient communication on a scale suited to modern times is attributed to Napolean I., who, about the close of the last century, obtained a report from M. Lepere, a French engineer, which however was followed by no result, and it remained for M. de Lesseps, to realize the dreams of sanguine merchants, by completing the long desired passage.

The postponement of the scheme undoubtedly favored its success, for had the canal been completed a few years sooner, before the introduction of ocean-going screw-steamers, it would have been a financial failure, as captains of sailing vessels would have preferred to round the Cape of Good Hope, to threading their way through such an inland passage, exposed to risks of rocks and shoals and subjected to protracted calms and contrary winds. But the rapid adoption of ocean steamers by all the leading shipping firms in the world, introduced a new feature into ocean navigation and made the Suez Canal not only a convenience but a necessity.

M. de Lesseps spent nearly six years in maturing his plans, and in 1855 formed the "Universal Suez Canal Company," but it was not until the latter part of the year 1860 that work was actually begun, and it was not until February, 1869, that water again flowed, for the first time in many centuries, between the Mediterranean and the Red Sea.

In making this strait across the desert and converting dry sands into navigable lakes, there were about eighty millions of cubic yards of material excavated, and at one time nearly thirty thousand laborers were employed, for whose use a supply of fresh water was conveyed from the Nile at Cairo, and distributed along the whole length of the canal.

Looking at these facts, the Cape Cod Canal seems an inconsiderable affair. The Suez Canal has an average navigable depth of twenty-six feet, is seventy-two feet wide at the bottom and is eighty-eight geographical miles long. The Cape Cod Canal will have an average navigable depth of at least twenty feet, will be sixty-one feet wide at the bottom and will have a total length of about nine miles.

The Suez Canal, however, was built by subscriptions from three great nations and was aided and fostered by enormous land grants and other valuable privileges while the canal at Cape Cod will be constructed by private enterprise. If the amount of money expended on the Suez canal was great, the results obtained were of corresponding importance. Twenty thousand pounds sterling is not too large a sum to spend, in reducing the distance between Western Europe and India from 11,379 to 7,628 miles and in effecting a saving in every voyage of thirty-six days. The gentlemen who are to construct the Cape Cod canal do not expect such magnificent results, but are willing to spend several millions of dollars so that steamers from Boston to New York can pass through an unobstructed passage from the Massachusetts to Buzzard's Bay, and so that European steamers can save from eight to ten hours each way across the Atlantic.

The commissions appointed by the Legislature of Massachusetts to inquire into the feasibility of building the canal have been so numerous during the last twenty years, that one member of the house wittily remarked that

the course of the canal could easily be traced by the train of broken champagne bottles and empty sardine boxes stretching from the shore of Buzzard's Bay to Sandwich Harbor.

Ten years ago the Cape Cod Ship Canal Company was incorporated with the following corporators: Alpheus Hardy, Thomas Russell, Henry H. Sturgis, Charles Allen, James Hay, Arthur G. Bradbury, William H. Jackson, Albert Steinberger, William R. Hynes, Rufus Ingalls and Charles A. Secor. The capital stock was fixed at ten millions of dollars, and by the terms of the charter the canal was to be completed within seven years. Owing to the depression of business nothing of importance was done since the passage of the act, and the Legislature at its last session incorporated another canal company who were to have the franchise and property of the old company unless four hundred thousand dollars of capital stock had been paid in and one hundred thousand dollars expended upon the canal before the first of November of the current year.

That the original company will comply with these conditions and speedily complete the canal, there is now no reasonable doubt. Work was actually begun on the morning of September 15th with 112 men and it is announced that 1500 laborers will soon be at work along the whole line.

As the completion of the Hoosac Tunnel ensured the construction of many railroad tunnels hitherto deemed impracticable, so Massachusetts again leads the van and by undertaking and carrying to a successful conclusion the Cape Cod Canal will render a great service to American commerce and hasten the establishment of other canals and other methods of interoceanic communication.

Canadian Pacific Railway Negotiations.

The reports which some of the daily papers have published concerning the arrangements for placing the bonds and stock of the Canadian Pacific Railway we find upon inquiry at authentic sources to be certainly premature. All that can be reliably said concerning the matter at present is that in connection with the plans for placing the bonds and stocks which are being discussed, a syndicate has been talked of that should include prominent financial houses in New York, London and Paris. Among the members of such a syndicate who have been mentioned as likely to be prominent participants is the firm of Morton, Rose & Co., who are the London house of Morton, Bliss & Co. of New York. Mr. Rose has special interests in Canada having formerly been the Canadian Minister of Finance. The Societe Generale is mentioned as the probable Paris member of the Syndicate. The organization has branches throughout France and in fact all over Europe and in both credit and influence is one of the strongest companies abroad. It was established in 1859, reorganized in 1870 and is said to have a capital of 60,000,000 francs. M. H. Duvviene is president and among the other officers are Felix Aubrey, J. De la Bouillerie, formerly French Minister of Agriculture; Victor Jacobs, formerly Belgian Minister of Finances; Baron Portail and Prince Saltykoff. Messrs. Morton, Bliss & Co, are well known as one of the strongest and most substantial American banking houses, having a capital of probably about $6,000,000, and through these parties and the above mentioned foreign organizations, with other houses that have been named in connection with the matter, a very powerful syndicate certainly is under discussion. President Stephen of the Bank of Montreal is among the leading financial men having control of the interests of the Canadian Pacific.

The matters relating to the contemplated syndicate for placing the bonds and stock can only be spoken of as being under consideration. The report that the arrangements were completed is erroneous. Several of the prominent personages connected with the important enterprise are now on the water on their way to Europe, and until after their arrival and the discussion of the matter abroad no arrangements of the kind can be completed, and it may be several weeks before the consummation of the negotiations can be announced.

Meeting of the General Passenger and Ticket Agents' Association.

The semi-annual meeting of the General Passenger and Ticket Agents' Association of the United States was held in this city this week, in the rooms of the National Railway Club, 46 Bond street. The rooms used on this occasion were those fitted up by the National Railway Publication Company, for the purpose of affording accommodations for railroad meetings of different kinds. They are very conveniently arranged and handsomely furnished, and supply a need which has been long felt here. Their fitness for the purpose was fully appreciated by the large number of prominent railway men who have been here this week. The Convention began its session Tuesday morning at eleven o'clock, with the President of the Association, Mr. W. B. Shattuc of the New York, Pennsylvania, and Ohio Railroad, in the chair. The total number of members of the Association is one hundred and forty-five, of whom one hundred and twelve were present Tuesday.

The minutes of the previous meeting were read and approved, after which the Committee on Rates went into session, the following roads being added to those appointed last year: Chicago, Milwaukee, and St. Paul, Cincinnati Southern, and the Virginia Midland. The committee composed of Land Grant Roads appointed at the last meeting to report upon a communication from the United States Quartermaster-General not being ready the time for the committee to make its report was extended to the next meeting, which it was unanimously decided should be held at St. Louis, on the third Tuesday of next March. Upon the opening of the afternoon session the chairman of the Committee on Rates reported differences existing between the Louisville and Nashville Railroad, and the Cincinnati Southern Railroad, each claiming to be the short line from New Orleans to Cincinnati, and having the right to fix the rate. In answer to the Chair, Mr. Atmore of the Louisville and Nashville Railroad stated that tickets were on sale via. Milan, and that trains ran in connection. The matter was referred to the General Committee, who after a short recess reported in favor of the Louisville and Nashville road.

Representatives of the Land Grant Roads in Kansas and Nebraska sent in a request by circular, asking for the purpose of correcting erroneous opinions that have arisen regarding the condition of crops in the States named, and to increase travel along their lines, that the Association favor an excursion at half colonist rates now in force for excursion tickets, to all of the land grant points named in the colonist rate sheet, the excursion to occur on November 9th, 1880. After a little discussion, the privilege was granted by the Association. The General Committee made very favorable mention in their report of the merits of J. A. Kingsbury's coupon baggage check, a ticket and check combined, but did not deem it a matter in which positive action by the Association was necessary, thinking any members desiring to use the ticket and check could do so independently of others, though they suggested a careful study of the merits of the invention.

The Committee on Rates were busy preparing their schedules throughout the day, and with a prospect of two or three good days' work ahead of them. The Convention went into session again on the following day, but we leave the report of the finishing up of its work until our next issue.

The meeting has been a very harmonious one thus far, though there has been much important business—with of course some conflicting interests to be attended to. The leading railroads of the country were represented, and most creditably, by men skilled in the important interests intrusted to them, and who knew exactly what they were here for, and just how to go to work to accomplish it. So with a good presiding officer there was little unnecessary delay in transacting the business, though much time was required in the details of the arduous work of adjusting the long schedule of rates with their manifold complications. The Secretary of the Association, Mr. Smith of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad, had much and important work devolving upon him, but it was very cleverly and expeditiously performed, much to the satisfaction of the Association and all brought in contact with him, including members of the press, who are indebted to him for facilities affordedthrough his courtesy.

The following is the present list of members of the Association. Those marked with a * were in attendance; those marked with a † have become members since last Convention.

*ABBOTT, JOHN N..New York, Lake Erie and Western.
*ALLEN, D. C.....South Carolina.
*ANGELL, JOSEPH.....Delaware & Hudson Canal Co.
*ATMORE, C. P.....Louisville & Nashville.

APPLEBY, C. T.....Illinois Midland.
*†ADY, GEORGE.....Denver, South Park & Pacific.
*†ARCHER, JOHN J.....Scioto Valley.
*†ANTHONY, W. M.....Boston, Barre & Gardner.
*BARKER, JAMES.....Wisconsin Central.
*BENNETT, E. J.....Little Rock & Fort Smith.
*BOYLSTON, S. C.....Savannah & Charleston.
*BROWN, J. D.....Missouri, Kansas & Texas.
*BUTTERFIELD, THEO.....Utica & Black River.
*BALDWIN, H. P.....Central of N. J.
BODINE, JOHN F.....Williamstown, N. J.
*BROWN, J. W.....Seaboard & Roanoke, and Bay Line Steamers.
*BALDWIN, WM. S.....Pittsburg, Titusville & Buffalo.
BROWN, JOHN W....Indiana, Bloomington & Western.
BOOTHBY, F. E.....Maine Central.
*BLOOD, H. B.....Keokuk & St. Louis Line Steamers.
BRONSON, H. M.... Cincinnati, Sandusky & Cleveland.
*†BUELL, F. S.....Buffalo, New York & Philadelphia.
*†BYINGTON, E. B.....Lehigh Valley.
*CARPENTER, T. P.....Lake Superior Transit Co.
*CARPENTER, A. V. H..Chicago, Milwaukee & St. Paul.
CARY, J. W.....Lake Shore & Michigan Southern.
*CHANDLER, F.....Missouri Pacific.
CHARLTON, JAMES.....Chicago & Alton.
COLE, L. M.....Baltimore & Ohio.
CONE, C. S., Jr.....Ohio & Mississippi.
*CONNOR, GEO. L.....Old Colony Steamboat Co.
*CUMMINGS, S. W.....Fitchburg.
CHIPLEY, W. D.....Pensacola.
CLARKE, F. B.....Chicago, St. Paul & Minneapolis.
*CAREY, S. E.....Chicago, St. Louis & New Orleans.
*†CASE, MUNSON T.....Green Bay & Minnesota.
*†CARPENTER, W. A.....Detroit, Lansing & Northern.
*DADMUN, GEO. A....Philadelphia, Wilmington & Baltimore.
*DANIELS, GEO. H.....Wabash, St. Louis, & Pacific.
*DANLEY, W. L....Nashville, Chattanooga & St. Louis.
DAVANT, T. S.....Memphis and Charleston.
DAVANT, J. S.....Port Royal & Augusta.
DORSEY, E. B.....Georgia.
*DUNHAM, A. S.....Chicago & Eastern Illinois.
*DURFEE, W. M.....Providence & Worcester.
*DIXON, W. H.....St. Paul & Sioux City.
DAWES, A. C...Kansas City, St. Joseph & Council Bluffs.
*DERING, H. R..Jeffersonville, Madison & Indianapolis.
*†DAVIDSON, W. M.....Florida Central.
ETTINGER, M. L.....Chicago & Iowa.
*EGAN, JOHN..Cincinnati, Indianapolis, St. Louis & Chicago.
*ERNST, J. C.....Kentucky Central.
*EDGAR, WM.....Great Western.
*FARMER, L. P.....Pennsylvania.
*FILKINS, L. W.....Stonington Steamship Line.
*FLANDERS, D. J.....Boston & Maine.
*FORD, E. A.....Vandalia Line.
*†FIRTH, W. H.....Detroit, Grand Haven & Milwaukee.
*†FOYE, CHAS. H.....Portland & Ogdensburg.
*†FISHER, T. F.....Galveston, Houston & Henderson.
*GALLUP, E.....Boston & Albany.
GAULT, THOMAS D..Chicago, Pekin & South-western.
*†GABBETT, CECIL.....Western of Alabama.
HALL, J. MORTON.....Allegheny Valley.
*HAIR, R. S.....St. Paul & Duluth.
*HARRISON, W. H.....Columbus and Toledo, and Col. & Hocking Valley.
*HANCOCK, C. G.....Philadelphia and Reading.
*HEWITT, JOHN C.....Peoples' Line Steamers.
*HOUSTON, W. J.....Atlanta & Charlotte Air Line.
*HOWARD, CONWAY B.....Chesapeake & Ohio.
*HOLWILL, W. F....Delaware, Lackawanna & Western.
*HANSON, A. H.....Illinois Central.
*†HILLS, F. C.....Sioux City & Pacific.
*HEAKES, F.....Evansville & Terre Haute.
*JAY, M. S.....Memphis & Little Rock.
*JOHNSON, W. P.....Lake Shore & Michigan Southern.
*JOHNSON, A. H.....Arkansas Midland.
KIMBALL, THOMAS L.....Union Pacific.
*KNIGHT, RAY.....Selma, Rome & Dalton.
*KENDRICK, D. M.....Indianapolis & St. Louis.
*†KENDALL, A. C.....New York & New England.
*LYON, JAMES A.....Keokuk & Northern Line Packet Company.
*LEET, A. B.....Grand Rapids & Indiana.
LORD, C. K.....Baltimore & Ohio.
*LOWELL, PERCEVAL....Burlington & Missouri River (in Neb.).
*†LABELLE, J. B.....Quebec, Montreal, Ottawa & Occidental.
*MILLER, F. A.....Cairo & Vincennes.
MILLS, B. F....Burlington, Cedar Rapids & Northern.
*MORRISON, L. B.....Alabama Great Southern.
*MYERS, F. B.....Pennsylvania Company.
*McDONNELL, A. O...Atlantic, Gulf & West India Transit Company.
MASTERS, W. H.....Texas & New Orleans.
MULLEN, GEO. W..Fort Wayne, Muncie & Cincinnati.
*MACABE, C.....Peoria, Pekin & Jacksonville.
MORSE, F. E.....Hannibal & St. Joseph.
*†MORSE, F. W.....Montpelier & Wells River.
*†MORAN, M. R.....New London Northern.
*NOURSE, J. P.....Flint & Pere Marquette.
*O'BRIEN, W. L.....Pittsburg, Cincinnati & St. Louis.
*ORME, A. J.....Atlanta & West Point.
*†OGDEN, JAMES B...East Tennessee, Virginia & Georgia.
*PARKER, S. S.....Louisville, Cincinnati & Lexington.
*PEIRCE, T. W., JR.....Galveston, Harrisburg & San Antonio.
*POPE, A.....Wilmington & Weldon.
*POMEROY, F. L.....Boston, Hoosac Tunnel & Western.
*RUGGLES, O. W.....St. Louis, Iron Mountain & Southern.
*RAY, E. A.....New Haven & Northampton.
*ROCKWELL, CHAS. H...Indianapolis, Peru & Chicago.
RICHARDSON, LORING.....Ogdensburg & Lake Champlain.
*†RICHARDSON, JNO. B...Morgan's Louisiana & Texas R. R. & S. S. Company.
RICE, OWEN.....Cincinnati, Wabash & Michigan.
*ST. JOHN, E.....Chicago, Rock Island and Pacific.
*SANBORN, G. G.....Northern Pacific.
*SHATTUC, W. B.....New York, Pennsylvania & Ohio.
*SMITH, A. J....Cleveland, Columbus, Cincinnati & Indianapolis (Bee Line).
*SMITH, A. D.....Pittsburg & Lake Erie.
*SMITH, GEO. W.....Lake Erie & Western.
*†SMITH, WM. F.....Central Vermont.
*SNOW, F. E.....Canada Southern.
*STENNETT, W. H.....Chicago & North-western.
*STEVENSON, SAMUEL.....Cincinnati, Hamilton & Dayton.
SCHRIEVER, J. G.....Morgan's Louisiana & Texas.
SANDERSON, GEO. A....Indianapolis, Decatur & Springfield.
*†SLAUGHTER, M.....Virginia Midland.
*†SERAT, M. W.....Utica, Ithaca & Elmira.
*†STINSON, J. D.....Shenango & Allegheny.
*†THRALL, W. A.....Chicago & North-western.
*TOWNSEND, H. C.....Wabash, St. Louis & Pacific.
*TUTTLE, L.....Eastern (Mass).
*TAYLOR, C. A..Richmond, Fredericksburg & Potomac.
TILTON, J. A.....Cleveland, Mt. Vernon & Columbus.
*VAN BENTHUYSEN, C. R. ..New York & Albany Day Line Steamers.
*WALDO, J.....Houston & Texas Central.
WENTWORTH, HENRY C.....Michigan Central.
WHITE, W. F.....Atchison, Topeka & Santa Fé.
*WOOD, J. R.....Chicago, Burlington & Quincy.
*WISHART, D.....St. Louis & San Francisco.
*WILSON, E. P.....Cincinnati Southern.
*WRENN, B. W.....Western & Atlantic.
WILLIAMS, D. E.....Mobile & Girard.
*†WELLS, LYMAN.....Northeastern of Georgia.
*†WHITEHEAD, G. A.....Central of Georgia.
*†WILSON, S. C.....New York City & Northern.
*†WALLER, CHAS. J.....Mobile & Ohio.
*ZIMMERMAN, D. M.....Camden & Atlantic.

Mr. Hickson and the Grand Trunk Railway.

The publication of a new journal, The *Commercial Traveller*, was started this month at London, Ontario. It will be published monthly, and while being especially devoted to the community of Commercial Travellers, will at the same time be identified with general mercantile and railway interests. It starts at an opportune moment, when renewed activity in Canadian industries is so conspicuously apparent, and promises to be a sprightly and valuable feature of provincial journalism. From the first number we quote the following interesting sketch of Mr. HICKSON, the widely known railway manager, and facts concerning what he has done for the Grand Trunk Railway:

Mr. Hickson was born in England in 1830, and began his railroad life when a boy as an apprentice in the York, Newcastle and Berwick Railway. He afterwards became assistant to the General Manager of the Manchester, Sheffield and Lincolnshire Railway at Manchester, and while thus engaged attracted the attention of Sir Edward Watkin, then commissioner and afterwards President of the Grand Trunk Railway.

Mr. Hickson was appointed by him to the position of Chief Accountant of the Grand Trunk in December, 1861, and afterwards to that of Secretary and Treasurer. In the performance of the duties which this latter office entailed, Mr. Hickson found ample scope for that financial and administrative ability which has since met with such general recognition. For nearly twenty years it was his task to battle against what often appeared to be insuperable obstacles, but his skill, knowledge and energy were always in the end victorious, and he had the happiness of preserving the Grand Trunk to its original shareholders when so many lines were thrown into liquidation and the owners deprived of their property. In 1874 Mr. Hickson was promoted to the responsible position which he has since filled. The first service which he had to perform in his new capacity was to effect the change of gauge of the road east of Montreal, so as to complete its uniformity throughout with that of its connections, and to enable cars to go through without change of bulk.

Mr. Hickson's management has been highly successful. When he joined the Grand Trunk Railway in 1861 its traffic earnings were, for the year ending June 30, $3,476,773. In 1879, the revenue had increased to $8,476,566. In the former year the passengers carried were 722,086, and in the latter, 1,973,519. In 1861, the freight amounted to 695,266 tons, and in 1879 to 2,371,225 tons.

It is impossible to write of Mr. Hickson's administrat on without some mention of the Chicago extension, of which he is President, as well as of the Michigan Air Line. For years it had been agreed by all those who had given any thought to the subject that without this extension the Grand Trunk was so trammelled that it might be completely crippled by its rivals as to the business from Chicago and points beyond, besides having also to contend with the rival enterprises in Canada, some of which have been built by government aid. The financial question, however, loomed threateningly up whenever any attempt was made at a settlement of the difficulty, and it was in this connection that Mr. Hickson's practical experience and skill came to the rescue, and for him was reserved the solution of so important and urgent a problem. It was at this time he negotiated the sale to the Government of the Dominion of Canada of the unremunerative River du Loup Line for $1,500,000. What makes Mr. Hickson's administration so especially satisfactory is the contrast afforded by its results to the issue which had long been predicted by a large portion of the Canadian press and public, with whom it was a foregone conclusion that the Grand Trunk, like so many of its American confreres, must go sooner or later into liquidation. Under less efficient management the line assuredly would have shared the fate so abundantly foretold for it, but energy, economy and vigilance saved it from the ruin that has in recent years overtaken so many other railway properties, and won for Mr. Hickson a high reputation.

To the shareholders it must certainly be some consolation, after their long run of misfortune, to know that their finances are controlled and their road administered by a thoroughly honest master mind, whose victories over circumstances that would have daunted even men not wanting in skill or courage, constitute his claim to continued confidence, and whose past successes are a guarantee of a fair future yet in store for the Grand Trunk. The first effects of the opening of the Chicago connection which took place late in February, and while it was still so defective in equipment, will be an increase of over three-quarters of a million in the traffic for the portion of the half year, after taking into account the loss of the revenue for the 118 miles sold to the government last August. The payment of the dividend on the first, with good prospects for the second preference stock, will be thus assured, which is an event unprecedented in the history of the company.

☞ Notification of an important change in the railway policy of the Queensland Government has been made. Until recently the Government have followed the plan in force in the Australian colonies generally of borrowing money for the construction of lines. Now the Melbourne Argus says, they have determined to adopt the American land-grant system. During his recent visit to London, Mr. M'Ilwraith (the Premier) found that English capitalists were willing, and even eager, to make Queensland railways on these terms.

☞ The importations of this port last week amounted to $12,797,557, one of the heaviest weeks the port has ever known. The importations for the corresponding week of last year were $7,179,688.

Common Law.

RAILROADS.—CONTRACTS AGAINST PUBLIC POLICY.

In the case of the Western Union Telegraph Co. vs. Union Pacific R. R. Co., decided on the 30th day of June, 1880, in the U. S. Circuit Court, District of Kansas, it was held that a provision in a contract between a telegraph company and a railroad company, to the effect that the telegraph company will transmit the family, private and social messages of the executive officers of the railroad company free, is against public policy, and immoral, and taints the entire contract, so that a court of equity will not enforce it, or grant any relief to a party claiming under it.

The Court said: "The officials of a railway company are quasi public officers. Their duties are of a fiduciary character. They are in an important sense trustees. To pay them individually anything of value for executing a corporate contract, is grossly unlawful, and taints such contract with moral turpritude. Vast interests in which the public, as well as the immediate parties, are deeply concerned, are entrusted to the control and management of such officials; and in my judgment there are important considerations of public policy which demand that courts of justice shall hold them to a strict account, and shall never for a moment recognize as valid a contract obtained by paying, directly or indirectly to such officials any considerations, whether large or small.

THE FIRST NATIONAL BANK OF LOCK HAVEN VS. MASON.

M. kept an account in his own name in a National bank. The bank notified him not to draw any more against his account, as they proposed to hold it for the security of an indebtedness of T. & M., whose money the deposit they alleged really was. Held, that the bank had no right to claim as between themselves and their depositor that the deposit belonged to any one else except the depositor.

Error to Court of Common Pleas of Clinton county, Pa.

Opinion by Paxson, J. June 19, 1880.

It is well settled that money deposited in a bank to the credit of A, may be shown to be the property of B. It may be reached by attachment on the part of the judgment creditors of B., or its payment by the bank to A, may be stopped by a proper notice on the part of B that the money belonged to him.

But the bank, the depository, cannot set up an adverse title to defeat the suit of its own depositor. Having received it as the money of plaintiff, and given him credit therefor, the bank is estopped, in the absence of any notice from or claim by the real owner, from disputing plaintiff's title. Having received the money as the money of the plaintiff, they are bound to pay it to him or upon his order. Such a contract is implied from the fact of the deposit.

It is clearly against public policy to permit a bank that has received money from a depositor, credited him therewith upon its books, and thereby entered into an implied contract to honor his check, to allege that the money deposited belonged to some one else. This may be done by an attaching creditor, or by the true owner of the fund, but the bank is estopped by its own act. A departure from this rule might lead to novel results and embarrass commercial transactions.

Judgment affirmed.

RAISED BANK CHECKS.

A bank, upon whom a check is drawn, is bound, at its peril to know the handwriting of the drawer, and if it pays a check to which the signature of the drawer is forged, it must suffer loss as between itself and the drawer or an innocent holder to whom it has made payment. Nat. Park Bank vs. Ninth Nat. Bank of New York 46 N. Y. 77. But the responsibility of a bank, which pays a forged check, for the genuineness of the drawers signature is absolute only in favor of one who has not, by his own fault or negligence contributed to the success of the fraud or to mislead the bank. Ellis vs. Ohio Ins. Co., 4 Ohio St. Rep. 628; National Bank of North America vs. Bangs 106 Mass. 441.

There is no presumption that the bank is acquainted with the handwriting in the body of the check, inasmuch as checks are often filled up in the handwriting of persons other than the drawer and with which the bank, the drawee, is not presumed to be familiar, and may have no opportunity to become acquainted. Bank of Commerce vs. Union Bank 3 N. Y. If the rule were otherwise, a bank never could safely pay a check filled up in a handwriting that was new to it until it had first satisfied itself by inquiry from the drawer whether the check had been properly drawn. This would result in such delay and inconvenience as to greatly interfere with commercial transactions which are so largely carried on by means of checks. The rule is settled in most states that if a bank, in good faith and without negligence pay to an innocent holder a check, which has been fraudulently altered in amount, after it left the hands of a drawer it will ordinarily be entitled to recover back from the person, to whom it has been paid, the excess over the true amount of the check. Bank of Commerce vs. Banking Association of New York, 55 N. Y. 211.

But were the alteration be made in such a manner that on the face of the check there appears enough to excite a reasonable suspicion of fraud, or if the bank has information which would lead a prudent person to suspect that the bill had been altered, it would be doubtless the duty of the bank to decline payment until the doubt was removed. Redington vs. Woods 45 Cal. 406.

COMMON CARRIERS.

In Pennsylvania Co. v. Miller, 35 Ohio St. 541, it was held that: (1) The implied undertaking of a carrier to insure the safety of baggage does not extend to the contents of a trunk, consisting of samples of merchandise, which the passenger a travelling salesman, carries to facilitate his business in making sales. (2) But the carrier by taking the property into his charge and putting it in his warehouse for safe-keeping, assumes the relation to it of an ordinary bailee and he is bound to take such care of the property as a man of ordinary prudence would of his own, under like circumstances. Counsel cited in support of the first holding: "Macrow v. R. R. Co. L. R. 6 Q. B. 612; Railroad Co. v. Shepperd, 8 Exch. 30; Cahill v. Railroad Co., 13 C. B. 818; Wilson v. Railroad Co., 53 Me. 60; Weeks v. Railroad Co., 72 N. Y. 50; Railroad Co. v. Carrow, 73 Ill. 348; Alling v. Boston and Albany Railroad Co., 126 Mass. 121. In support of the second holding, counsel cited: Mich. S. and N. Ind. R. R. Co. v. Oehm, 56 Ill. 293; Camden and Amboy R. R. v. Baldauf, 16 Penn. St. 67; 2 Redf Am. Railway Cas. 267; 2 Smith and Bates' Am. Railway Cas. 357; Minter v. Pacific R. R. Co., 41 Mo. 503; Butler v. Hudson River R. R. Co., 3 E. D. Smith. 571; Hannibal R. R. Co. v. Swift, 12 Wall, 262; Dexter v. Syracuse, Binghamton and New York R. R. Co., 42 N. Y. 326; Phillips v. Earl, 8 Pick. 182.—Albany Law Journal.

Mexican Railroads

A dispatch dated Mexico, Sept. 10th, says that President Diaz has finally settled the propositions for railway connections, and then adds:

He will concede the road to the Pacific Coast to the Palmer party; the road to El Paso to the Symon party, and the road to Laredo, with a branch from San Luis Potosi to Tampico, to the Southern Pacific Railroad Company. This arrangement has caused much dissatisfaction among the various railroad interests. General Palmer wanted the road to El Paso for a connection with the Denver road. The Vera Cruz Railroad Company is greatly excited, because the Tampico branch will cut off half their business. The arrangement may still be changed. President Diaz has not yet signed the papers. The Vera Cruz Railroad Company has published the following report of the receipts of the road: 1876, $2,175,000; 1877, $2,700,000; 1878 $2,895,000; 1879, $3,255,000. The receipts for the first five months of 1880 were $1,512,000. The dollars are silver, worth about 88 cents each.

Notes from Boston.

—Work on Chelsea Bridge is being pushed forward with great energy, both on the Boston and the Chelsea sections. The Lynn and Boston Railroad are now using their tracks on the Boston section, and a few weeks will see the structure completed and open for general public travel.

—The Boston and Maine Railroad is to have a double track the entire distance from Portland to Boston.

—The Nantasket Beach Railroad Company has discontinued trains for the season. Before next season the road will be extended to Tudor's Point in Hull, and will also connect with the Old Colony Railroad at some point near Weir River. The steamboats will run to the beach until the 1st of October.

—The Water Power Company has completed the arrangements for the sale of all its remaining lands north of the Boston and Albany Railroad for $700,000. This will cancel one-quarter of the debt, leaving it about $2,100,000.

Counterfeit Note List.

HOW TO USE THE LIST.

All Paper Money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the following list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill	Central	" " " "
Chicago, Ill	Merchants'	" " " "
Chicago, Ill	Traders'	" " " "
Chicago, Ill	German	" A, March 10, 1865.
Chicago, Ill	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
‡New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,797 to 66,825

100s.

Baltimore, Md	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,756 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2379; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

Personal.

—An organization to be known as the Brotherhood of Switchmen and Firemen has been organized at Indianapolis.

—Eugene H. Angamar, of New Orleans, has patented an improved apparatus for removing snow and ice from railroads and streets by heat.

—The next meeting of the Railroad Claim Agents' Association is to be held in Chicago on the second Wednesday in January, 1881.

—D. D. Robertson has been elected President, J. H. Wells Vice President, and R. McKeon Secretary of the Master Car Painters' Association.

—James C. Clarke, General Manager of the Chicago and New Orleans Railroad, who has recently been to Baltimore, has returned to New Orleans.

—W. W. Scranton, General Manager of the Lackawanna Iron and Coal Company, has resigned, and C. F. Mattes has been appointed to take charge of the works.

—B. F. Techenor has been appointed Chicago Agent of the Passenger Department of the Wabash, St. Louis and Pacific Railroad, with office at 85 South Clark Street.

—Sol. Haas has been appointed General Freight Agent, and A. Pope, General Passenger Agent, of the Seaboard Air Line, Piedmont Air Line and the Atlantic Coast Line.

—H. C Whiting has been appointed Superintendent of the San Francisco and North Pacific Railroad, vice A. A. Bean, resigned; appointment dating from September 1.

—N. K. Elliott has been appointed General Superintendent of the Vandalia Line, with office at St. Louis. Alonzo Robbins succeeds Mr. Elliott as Master of Transportation.

—The United States Court has authorized Louis Genis, Receiver of the Illinois Midland Railroad, to purchase four engines for the use of the road, not to exceed in price $10,000 each.

—Hugh J. Jewett, President of the New York, Lake Erie and Western Railroad, arrived in this city on the 20th inst. from Europe, in the steamship Baltic of the White Star Line.

—George M. Serpell has been appointed Master of Transportation of the Pittsburg Division of the Baltimore and Ohio Railroad. Mr. S. has been engineer and roadmaster of the Division for many years.

—H. F. Hawley has been appointed Assistant Superintendent of the Chicago Division of the Chicago and Alton Railroad, with headquarters at Bloomington, Ill. He will have charge of train-men and the distribution of cars.

—Mr. Fred Heakes, Genl. Passenger Agent of the Evansville and Terre Haute R. R., and Mr. T. W. Venneman, General Ticket Agent, of Evansville, Indiana, were among the western attendants at the National Railway Club rooms this week.

—Sheldon Fish, of Chicago, has been appointed by Judge Drummond Receiver of the Chicago and South Atlantic Railroad Company under a bond of $25,000. He is given the usual power to take possession, collect debts and generally take charge of the property.

—Manager G. Clinton Gardner and Treas. Austin Bond of the Troy and Greenfield Railroad drove from North Adams to Albany last week with Gen. Jas. H. Wilson of the New York and New England Railroad to examine into the feasibility of building a railroad from Albany to the Mass. State line.

—Several of the employes of the Pittsburg, Cincinnati and St. Louis Railway Company have formed an association, with William Mitchell as President, to assist each other financially. The principal object of the association is to protect the members from garnishee processes of collecting bills.

—Joseph P. Wiswall, of West Troy, and recently of the Metropolitan Elevated railway, New York, is superintendent of construction of the new Saratoga Lake railway, acting directly under the orders of President Burt. They have over 200 men at work on the excavations and forty teams. Two hundred more Italian laborers are daily expected.

—At a meeting of the Executive Committee of the Mexican Central Railroad in Boston, on the 15th inst., Rudolph Finke was unanimously chosen General Manager of the road. A telegram was read from the chief engineer, now in Mexico, stating that the Government had signed the contract and decree giving the right to build the road to El Paso and confirming the subsidy. An assessment of 10 per cent was ordered, payable October 7.

—At a meeting of the Railway Travelling Auditors' Association, held in Chicago on the 15th inst., the following officers were elected: M. S. Salisbury, of the Michigan Central, Detroit president; R. S. Lukenbill, of the Louisville and Nashville, Louisville, Ky., vice president; Robert Shaw, of the Flint and Pere Marquette, East Saginaw, Michigan, secretary, and W. M. Adams, Illinois Central, Chicago, treasurer. The object of the organization is comparison of methods and ideas, social intercourse, etc. The next meeting is to be held the second Wednesday in September, 1881.

The Belgian State Railway System.

At the close of 1878, out of a total length of 5,710 miles of rails (not track) in its roads, only 2,355 miles were of steel. The average number of miles run by a freight car on these roads in 1878 was 5,947; of a passenger car, 23,104 miles; of a locomotive, 19,000 miles. The average number of cars per express passenger train was 10.4; per ordinary passenger train, 9.8; per freight, 25. The average receipt per mile was $1.28; the expense, 77 cents; the profit, 51 cents. The average number of passengers per car was nine; per passenger train, 70.51—the latter much larger than the average in this country, which is not more than fifty. The average passenger journey was only twelve and a half miles, and 22.7 per cent of the seats were occupied on an average. The average actual load of loaded freight cars was 0.17 tons, of freight cars almost exactly 100 tons (99.96) of 2000 pounds, and the average distance freight was hauled was 43.7 miles. The average load was 42 per cent of the capacity of the freight cars. Of the passengers, less than 5 per cent were first-class, but they yielded 19⅓ per cent of the passenger earnings; 13 per cent were second-class, yielding 22¾ per cent of the earnings, and 82 per cent were third class, yielding 58 per cent of the earnings. The average receipt per passenger was only 15 cents; the average receipt per passenger per mile, 1.16 cent—the lowest in the world, probably, except on some of the East India railroads. Nearly 60 per cent of the whole passenger mileage is on round-trip tickets or at other reduced rates. The average receipt per passenger per mile for passengers travelling at full rates was 1.46 per cent, while about 7 per cent of the whole passenger mileage was made by passengers riding on various kinds of commutation tickets at the average rate of only 0.4 cent per mile, and travelling an average distance of eighty seven miles. The average rate per ton per mile was 1.4 cents, while the average in the State of New York the same year was 0.999 cent. The earnings of the State system per mile of road were $13,217, 18¾ per cent of which was from passengers and 8½ per cent from express, baggage, &c., carried on passenger trains. The expenses were 59.8 per cent of the receipts, leaving the net earnings $7,904 per mile. The State in 1878 worked 1,372 miles of road and the same year 919 miles in Belgium were worked by fifteen different companies, one of which has 280 miles and one 100 miles of road, but no other so much, and eleven had forty miles or less. The average gross receipts of these companies were $7,718 per mile (not three-fifths of the State railroads' receipts), the percentage of expenses 56¾ and the net earnings $3,350 per mile.

Petersburg Railroad.

In the suit of Atkins, Brothers & Co., William Burkhardt, J. Wilcox Brown, surviving trustee, and Thos. Branch, trustee, vs. the Petersburg Railroad Company et al., Judge Hughes, in the U. S. Circuit Court for the Eastern District of Virginia, on the 9th inst., entered a decree ordering the sale of the road to satisfy certain judgments obtained, the priority of which are specially set forth in the decree. The decree allows until January 17, 1881, for redemption by the company. The terms of the decree not being complied with, it is directed that the sale be advertised for sixty days, and that the purchaser shall deposit $10,000 as a pledge of good faith. After the sale the report thereof will be held thirty days for exceptions, after which time, if the sale is confirmed, the road will be turned over to the purchasers. The road extends from Petersburg, Virginia, to Weldon, N. C. It is currently reported that the company defendant may be ready, either at the October term of the court or the January term, to make such an exhibit of the condition and earnings of the road as to present a case for a suspension of the sale; but up to this time, no sufficient cause having been shown to prevent a sale, the decree has been entered as the merits of the case required.

☞ More than one third of the entire number of miles of railroad in the world last year was operated in the United States. The AMERICAN RAILROAD JOURNAL during its fifty years of railroad chronicling has seen the railroads of this country grow from less than one hundred miles into more than eighty-six thousand. The number of miles of railroad in the whole world in 1879 was 210,000. The number of locomotives in use was said to be 105,000 representing about 30,000,000 horse power.

☞ The forty-ninth annual exhibition of the American Institute is now in full and successful operation in this city. It was opened under the most favorable auspices, with one of the finest displays that has been presented for years. In the machinery department especially there are abundant evidences that it has been a stimulating year for inventive skill.

☞ The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions and tallow from the United States during August, 1880, were $10,903,617, and during August, 1879, $8,173,174. For the eight months ended August 31, 1880, $92,875,046, and for the same period in 1879, $75,246,601.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	240,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	[13]
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	111
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1896	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	[15]
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	[22
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	31
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	112
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	115
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	108
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	95
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., a. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	" "	1885	109
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	118
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar. by C. & A. Co. and Penn. R. R. Co.	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage { guar. by C. & A. Co. and Penn. R. R. Co.	492,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage { guar. by C. & A. Co. and Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	...
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	104
	1,224,000	7	Apr. and Oct.	Boston.	1893	112
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1893	105
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	38
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	117
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	122
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	87
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov.	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	123
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	...
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	94
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	...
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,900,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Sterling Loan, S. F. (£262,000).	1,285,980	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	120
2d Mortgage	497,000	6	April & Oct.	"	1899	108
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1907	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	94
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1922	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	b	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1899	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Wavor.)	98,000	7	April & Oct.	New York.	1884	107
1st Mort. (W. to Man. Ln.)	1,140,000	7	Jan. & July.	"	1907	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112¾
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116¾
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117¼
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1859	....
Central of New Jersey:						
Convertible bonds of 1879.....	4,400,000	7	May & Nov.	New York.	1902	107¼
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117¾
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	103¾
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	83
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	107½
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110¾
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102¾
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108¾
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	106¼
1st Mort. (S. Fr., Okid & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	109
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	18¼
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	45
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39¼
Equipment Mort. (").	1,000,000	8	" "		1889	50
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38¾
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	71¼
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	330,900	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	123
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds. ...	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,378,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115¾
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,364,000	7	Feb. & Aug.	" "	1900	112
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	108¾
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1895	122¾
Bonds of 1875, Sinking Fund....	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 6 p. c. Mort. b'ds(Iowa D.)	600,000	6	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	125
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	939,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Riv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88¾
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
" Mortgage.....	1,000,000	7	Jan. & July	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar, C., B. and Q....	1,500,000	8	J. n & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st mortgage (Ind. Div) gold ...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1898	....
Chicago and Iowa:						
1st Mortgage for $2,200 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	113¾
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	115¾
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	114
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115¾
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114¼
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	123
2d Mort. (" ")	1,316,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	111¾
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1903	103
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	115¾
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	271,400	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	109¾
Funded coupons (193 m.).....	676,300	7	May & Nov	" "	1885	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	560,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	126
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	119
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	246,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	121¼
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	98
1st Mort.(San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101¼
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	84
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108¾
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	122
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	669,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" " "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1865	110
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1896	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1899	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	94
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,347 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'92-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,652,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	84
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Dany., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold s&g fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'88-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1870	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1906	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	100½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	107½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,041	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,230,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	776,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,224	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	..
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6a7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	12?
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	113½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1893	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	113½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T. & Ga., old)	636,000	6	" "	" "	'80-'85	..
Company Bonds (" new)	135,400	6	" "	" "	1876	..
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1857	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'86-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1869	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	2,149,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	99
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	109½
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	65
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	106½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1889	10d½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,500	7	Jan. & July.	" "	1891	..
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	120½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	88½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	392,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	...
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	104½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 5s m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 5s, & 2d on 5s m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1883	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & E. Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	...
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	"	1902	86
Construction Loan.....	390,406	8	Jan. & July.	"	1878	..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1899	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1899	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	140,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	98,000	7	Jan. & July.	" "	1898	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
3d Mortgage	100,000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont Elkhorn & Mo.(SC&P):						
1st Mortgage	600,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,693,000	7	Feb. & Aug.	New York.	1892	103½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,400,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	113½
1st Mort. L. G. not guar. gold	2,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,227,808	11,139,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1886	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,385,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'85-'87	105½
Fifteen years' bonds (277 m.)	5,000,000	8	March & Sept.	" "	1885	108
1st Mort. (Q. & Palm. R.R. 15 m.)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55 m.)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300,000	6	April & Oct.	Bost. & Bost	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	107½
1st Mortgage (Western Div.)	2,265,000	7*	" "	" "	189	105½
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,269,500	7	May & Nov	"	....	99
Consolidated Mortgage	2,964,000	6	April & Oct.		1912	100½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	116½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	64½
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,800	5*	" "	"	1903	....
Sterling Bonds, £300,000	1,500,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	116
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	77
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64½
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous. & Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	278,000	10	Jan. & July.	" "	1881	....
Ionia and Lake Sh. (D.,L.&L.M.):						
1st Mortgage(7% guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage guar	1,092,000	8	Jan. & July.	New York.	1885	100
1st Mort. (Northern Extn.) guar.	514.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East.						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	305,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	340,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,206,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1890	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" " ")gold	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	987,000	7	March & Sept.	" "	1899	113
New Consol. Mort. for $8,000,000	947,000	6	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div, 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	120
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110½
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N.Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	99½
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW.&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW.&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	.....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1907	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	123½
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	118½
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	...
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1900	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,605,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.	200,000	7	Jan. & July.	" "	1892	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	.....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. sky fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	6,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sky fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage ( )reg... }		6	" "	"	1898	118½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	129
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	114
General Mort., registered.... }		6*	" "	"	1923	115½
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	...
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101½
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	" "	New York.	1898	....
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Long Island:						
1st Mortgage.....	800,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage.....	2,000,000	8	March & Sept.	New York.	1899	....
2d Mortgage.....	908,000	7	May & Nov.	" "	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1831	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1897	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	100
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	106
Consol. M. for $5,000,000(392 m.).	1,070,000	7	April & Oct.	" "	1898	118½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	7*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	115
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	115
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	801
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	43½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'93	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1859	90
Maryland and Delaware:						
1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	90
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'75	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	.....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,000,000	6*	Jan. & July.	New York.	1908	103
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1900	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	103½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	124
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1900	113½
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	106
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1908	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	...
Mineral Point						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S. & M.)						
1st Mortgage gold, guaranteed..	450,000	7	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	6	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	103½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	58
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	6*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103½
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	32
Second Preferred Debentures	1,850,000	7		"		50
Third Preferred Debentures	600,000	7		"		35
Fourth Preferred Debentures	900,000	7		"		36½
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	5*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	132½
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds	354,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	114½
Special Mortgage	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	113½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	170½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111½
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103
Newark & New York (C. of N. J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimn.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N. Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey West Line						
1st Mort. gold for $2.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	101½
2d Mortgage	500,000	7	June and Dec.		1892	....
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,891,000	6	June & Dec.	" "	1887	112
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130½
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	130
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	129½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	...
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	107
2d Mortgage	1,500,000	7	May & Nov.		1896	117
General Mortgage	2,035,000	7	Jan. & July.		1903	114
North Shore (Flush., N. S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	109
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	116
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered	205,000	6*	April & Oct.	"	1900	...
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	110
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	" "	Baltimore.	1925	90½
Second General Mort. coupon	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N. W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	116
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	116½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	104
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1898	110
Plain Bonds	32,000	5	" "	"	1884	103½
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000	1,693,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds	265,100	7	Feb. and Aug.	"	1861	102½

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	103
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,634,000	8	June & Dec.	Boston.	1896	120½
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'78-'88	....
Oshkosh & Miss. (O., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	293,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	122½
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107½
2d Mortgage sinking fund	2,656,000	7	Jan & July.	" "	1891	109½
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Eights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	122
General Mortgage, registered.		6	" "	"	1910	123
Consolidated Mortgage	28,361,540	6*	Jan. & July.	London.	1905	117½
State lien for $1,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	107½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	19,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val (C. R. I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m)	500,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	114
General Mort. for $20,000,000	5,680,000	6*	" "	Phil. or Lond	1920	...
Phila'elphia and Reading:						
Loan of 1868, debenture	1,126 500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mor gage Loan of 1836, stg.	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1856, stg.	134,400	7*	" "	"	1893	....
Consolidated Mortgage	Do'lar coupon.. 7,310,000	7	June & Dec.	Philadelphia.	1911	115½
	Dollar registered 3,339,000	7	" "	"	1911	115½
June 1, 1871.	Gold or stg coup 6,999,000	6*	" "	Phil. or Lond.	1911	104½
	Gold or stg reg.. 663,000	6*	" "	" "	1911	107
	Dollar coupon.. 305,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv.	10,498,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)	19,636,000	6*	Jan. & July	" "	1908	71½
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	82
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	75½
Funding Income	315,933	7	" "	"	1890	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgag	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ird.) conv.	3,000,000	6	Monthly.	New York.	1894	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	119
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	134½
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	127
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,883,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	119
1st Mort. (Turtle Cr. Div. 10½ m)	326,000	6	Feb. & Aug.	Pittsburg.	1880	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,200,000.	1,865,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) stg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	496,000	4½	June & Dec	Boston.	1937	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000.	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1893	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1899	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Bal'h.	1896	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1897	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1894	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	300,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, stg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1878	....
1st Mort. (Piedmont branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,723,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,227	6*	Jan. & July.	London.	'85-'86	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	160,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	80,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1900	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Stg Fd.	496,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	64
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1892	....
General Mortgage	1,500,000	6	May & Nov.	"	1901	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1896	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
3d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	105½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	118½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	107½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	115½
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,340	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	79½
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	810,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1899	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,688,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	280,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	113
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1896	....
2d Mort. (Gov. Subsidy)	1,623,360	6	" "	U.S. Treasury	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,064,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	100
3d preferred bonds	452,800	6	" "	" "	'84-'90	97
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	105
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	100½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	136
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	92½
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	66
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,800,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Buri. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110½
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	168½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	100
1st Mort. (Ills. & South'n Iowa)	240,000	7	Feb. and Aug.	" "	1892	101
1st Mort. (Decatr. & East St. L.)	2,760,000	7	F. M. A. & N.	" "	1889	104
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	39
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	102½
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Nd.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	121
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	116
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund....	13,861,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling..	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1890	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	87
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	112
Sterling Loan £369,200 (U. Co's)	1,846,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,808,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	115
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	556,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	..
3d Mortgage	990,000	6	" "	" "	1884	101
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. &B.).:						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	92
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	109
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	109
3d Mort " " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	50
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	117,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Mem	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,50[illegible]	456,000	7c	Apr. and Oct	" "	1901	35
Westchester and P[illegible]						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	120
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7c	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	109
Sterling Bonds, Sinking Fund..	961,234	6c	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	111
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	114
2d Mortgage preferred.....	600,000	6	" "	"	1895	104
3d Mortgage endor. by Balt.....	375,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	108
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	105
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	103
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	112
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,719,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,610,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,225,000	7c	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	4,618,800	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,875,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	74
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	2,500,000	7	Jan. and July.	New York.	1894	107
	5,000,000	7	" "	" "	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	116
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	107
1st Mortgage, registered	5,281,963	6	J. A. J. & O.	"	1894	108
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6c	June & Dec.	"	1897	105
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	106
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	..
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	89
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	98
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	70
Improvement bonds.....	220,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	821,600	7	" "	"	1915	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July	Phila. & Balt.	1887	....
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1876	....
Pref. Int. Bds (" ")	324,310	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1889	....
West Branch & Susqueh. (Penn.):						
1st Mortgage.....	470,000	6	Jan. and July.	Philadelphia	1918	....
2d Mortgage.....	198,000	6			1918	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	96.0	—	4.2	—	13	8	3	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 31, 1878	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern	10,383,000	*	.....	.....	3,613,000	1,750,000	581,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,481	—	177.3	692,461	293,625	485,336	1,006,211	456,579	7	100	111
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†	21,714,784	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,581	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.)	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,076	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)	3,147,303	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	488,529	271,058	102,650	—	50	....
Dec. 31, 1878	148.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,807	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	119
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point	1,192,636	*	.....	238,067	1,232,200	83,000	8,732	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West.	89,236,462	*	11,982,758	1,985,380	34,675,804	37,220,893	6,925,537	—	512.0	4,356,182	919,064	2,658,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	5	379	Atlantic and Gulf † .. Georgia & Florida	7,863,086	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†	19,396,206	*	7,032,955	2,051,625	7,121,900	14,565,800	3,766,158	2,427,860	423.0	1,433,025	149,577	540,366	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	23.0	—	—	—	—	—	Atlantic and St. Lawrence	5,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah	723,000	—	.....	.....	735,000	.....	.....	.....	.....	.....	.....	.....	72,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †	38,042,577	19,116,258	57,305,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	567.3	3,803,055	.....	.....	8,563,957	4,039,612	3	100	172½
Sept. 30, 1878	31.0	—	37.5	—	—	—	—	—	Washington Branch †	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	28.0	—	—	—	—	—	Parkersburg Branch	3,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	26	47	6	268	Baltimore and Potomac	8,468,786	696,010	37,838	64,638	3,533,250	6,500,000	283,365	.....	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.)	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.)	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	8	Bell's Gap (3 ft.)	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.)	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	150
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner	1,347,404	155,962	1,462	82,101	862,002	554,300	263,133	.....	52.5	135,063	104,752	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,163,749	1,141,575	.....	151.0	766,719	658,438	550,164	970,548	286,519	—	100	40
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	95
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell	4,687,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	307,573	2	500	894
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine	9,513,216	1,242,230	1,040,054	206,359	6,921,274	3,500,000	88,360	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	137
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line	3,522,798	*	9,161	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,814	282,661	77,660	—	100	44
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	139½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	16	Boston, Revere Beach & Lynn (3 ft.)	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †	8,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,000	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.)	3,330,000	*	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,979	338,434	120.5	509,791	189,122	589,255	854,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern	2,553,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,024	138,227	221,550	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern	11,783,770	344,016	150,000	363,564	5,500,000	5,995,300	213,788	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	64½
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska*	20,341,852	*	60,449	2,000,377	9,390,300	10,983,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	28,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	157,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)	7,528,520	*	.....	.....	4,435,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,389	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	282,351	5,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.)	18,800,673	393,014	131,150	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,051	121,218	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,365	75,991	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern	22,839,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	968,044	1,490,270	233,045	—	100	59
Mar. 31, 1879	242.0	—	15.3	—	22	17	6	278	Carolina Central	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading)	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	236,000	7pf	50	20
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.)	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	138½
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey	17,161,836	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,389,526	2,302,770	—	100	73½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	189,701	21,208	66,701	181,219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)	4,397,963	425,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	91
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific* †	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,380	7,200,255	12,389,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,868	8,744,740	—	100	73
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio	34,496,195	2,975,421	108,692	486,075	15,950,402	28,258,320	2,127,589	.....	677.8	2,709,406	781,991	1,947,206	4,891,519	2,156,385	7	100	114
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire	2,295,259	322,266	177,285	145,719	2,163,300	826,500	26,312	24,427	53.6	557,059	124,321	419,309	527,588	123,885	1pf	100	53
Dec. 31, 1878	243.5	121.9	128.0	—	160	75	23	3,281	Chicago and Alton	13,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	.....	677.8	2,709,406	781,991	1,947,206	4,891,519	2,156,385	7	100	114
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy	65,146,712	*	1,592,685	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,580	8	100	129½
June 30, 187	164.0	42.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.	6,636,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,833	538,595	260,947	—	100	79½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	496,127	784,556	229,516	—	100	98
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C.&NW.)	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	135
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul.	58,755,184	*	2,848,298	1,480,429	27,633,744	32,088,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	92½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.	37,373,029	*	3,977,992	2,385,059	36,514,220	34,588,000	13,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	102½
Mar. 31, 1879	500.2	222.0	151.7	39.0	259	116	37	5,557	Chicago, Rock Island & Pacific.	34,558,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,464	1,125.0	7,546,000	1,500,980	2,236,270	9,409,833	4,329,961	10	100	116½
Dec 31 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.	25,911,501	—	.....	.....	8,663,650	17,247,851	120,095	.....	571.6	1,818,819	227,184	436,158	2,819,010	818,728	—	100	89

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	40.4	484	2671 6	—	495	178	86	—	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,057	50 000,000	37,024,000	1,925,820	3,245,132	1,176.3	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	106½
Dec. 31, 1878	95.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	776,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,826	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	66.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,035,223	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	4	50	...
Nov 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley. Pa.	14,647,081	8,282,317	22,784,411	2,350,67C	27,228,856	24,291,000	2,924,178	646,452	302.8	3,547,398	807,482	7,676,955	5,582,788	3,075,811	4	50	106
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ... . Ohio.	6,561,375	*	490,632	27,121	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	624,564	1,223,991	384,521	8	50	...
Dec. 31 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	3,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	328,648	116,857	—	100	55½
Sept. 30, 1878	94.9	—	63.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	2,260,600	1,881,750	1,187,861	.....	322.9	1,609,250	1,157,715	251,580	1,851,314	497,895	—	50	....
Dec. 31, 1878	101.5	63.0	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.).... Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10½
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978.063	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,562,673	3,804,765	973.4	3,110,247	720,427	2,614,007	5,697,596	2,344,242	3	100	151
Dec. 31, 1878	288.9		26.0	—	29	12	8	489	Louisville, N. Albany & Chicago.... Ind.	3,500,000	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36,509	—	50	....
Jun. 30, 1878	187.3	87.9	163 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.).... Ohio.	23,695,983	*	2 584,932	391,220	3,932,050	11,207,611	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,732	268,980	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	*	200,000	3 844	.....	.....	3,530,000	20,113	99.7	171,315	74,140	45,114	110,177	9,467	—	100	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742,200	102,588	106,025	88.5	195,998	59,411	663,276	566,458	299,181	—	100	18
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	15	626	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,585	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	37½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	133.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	(No	report	since re	organiza	tion.)	.....	.....	.....	115.0	156,463	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,938	*	6,159,161	345,173	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,004	2,707,353	4	100	93½
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western ... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	851,905	76,913	132,068	245,025	49,715	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	268,356	359,550	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	—	.....	.....	2,000,000	36C,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.).... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,985	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,833,140	*	.....	308,672	1,457,223	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.6	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	31½
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	761,907	.....	3,984,445	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard ..... Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	196,008	60,395	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	894	Mobile and Montgomery ..... Alabama.	3,168,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,778	233,067	186,638	2,098,500	879,31.1	—	100	23
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,909	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	94.6	86.0	205.6	—	111	101	37	3,469	Morris and Essex.. ..... New Jersey.	17,710,791	12,144,940	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	110½
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell ..... N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	316,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	48.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,982	43,275	5	100	50½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6.575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	66
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	781,832	1,642,557	2,105,000	389,024	39 ,308	122.3	356,841	77,766	425,257	737,756	237,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	93	Naugatuck ..... Connecticut.	1,928,845	234,087	108.797	57,969	2,020,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	38	Nevada County Narrow Gauge..... Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	154	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,604	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	125,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3½)..... New Br.	2,021,000	—	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	22,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.).. Pa.	534,083	—	55.358	52,472	605,000	.....	881	336,032	14.9	193,881	130,508	962,560	268,143	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,889	294,880	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile, La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,158,683	—	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	221,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	—	New York Central & Hudson River. N. Y.	82,168,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998.041	8,927,565	7,695,413	26,406,017	10,389,040	8	100	120½
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.). N. Y.	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Incl	uded in	Lessees r	eturns.	.....	.....	8	100	195
Sept. 30, 1878	5.5	—	5.8	—	—	351	—	—	City Line.									5.5	.....	.....	.....	743,964	427,326	8		
Sept. 30. 1878	460.0	96.5	1,179	—	475	311	96	11656	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	38½
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	568,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	37
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	———	475.465	1,940,376	152.2	2,087,720	3,525,468	896,799	3,817,281	1,875,625	10	100	170
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston.. Conn. & R. I.	2.645.021	559,487	1,089,987	.....	3.000.000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	272,455	10	100	129
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.). N. Y.	1,000,000	—	.....	.....	1,000,000	———	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	*	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	—	Northeastern ¶ ..... S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,545	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern ..... New Hampshire.	3,068,400	*	387,960	498,637	3,068,400	100	396,617	484,880	8.5	452,301	141,209	401,922	428,874	107,372	5	100	100½
Dec. 31, 1878	137.6	13.0	192.9	—	152	69	42	532	Northern Central ..... Md. & Pa.	12,184,505	4 196,107	5,156,440	560.455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	73½
Aug. 31, 1878	449.0	136.5	36.0	130.0	48	22	24	5,296	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,894 587	120,347	109,000,000	.....	59,348,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	29½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,196	North Pennsylvania (P. & R.)..... Pa.	6,834,418	1,748,208	4,619,607	251,639	4.264, 50	6,000,000	2,041,755	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	96½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	1,143	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	573	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	25
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	950	Ohio and Mississippi..... O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,080.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	38½
Sept. 30, 1878	249.4	62.4	76.3	—	72	168	27	2,610	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,950,023	631,190	2,077,616	¶ 703,278	6	100	117
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	1,311	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371.000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
ept. 30, 1878	35.0	—	15.6	—	14	13	6	236	Oswego and Syracuse..... N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4.277,634	*	66,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	52,277	223,882	319,542	38,266	—	100	....
ares. 31, 1878	47.6	—	12.2	—	16	24	4	415	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	195
Dec. 31, 1878	67.4	—	7	—	—	—	—	128	Pekin Line and Decatur..... Ill.	1,585,448	.....	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	¶144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	385	128	—	Pennsylvania ¶ .... Pennsylvania.	58,787,686	*	77,082,509	11,969,491	68,870,200	55,114,760	19,096,387	4,057,815	1,055.0	12,847,569	5,206,787	10,946,752	20,317,140	9,396,087	2	50	118
Nov. 30, 1878	105.1	22.8	57.4	—	50	—	—	1,554	Pennsylvania and N. York (D.&H.)..Penn.	4,658,535	1,183,126	....	....	5,061,700	3,000,000	....	....	105.1	....	149,478	650,344	1,424,468	518,042	—	50	....
Apl. 30, 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola .... Florida.	650,000	*	....	....	800,000	350,000	....	—	50.0	52,657	15,274	....	102,680	36,755	12	100	....
Jun. 30, 1878	88.0	—	15.7	—	18	7	4	172	Peoria, Pekin & Jacksonville .... Ill.	3,239,700	*	....	....	1,239,700	2,000,000	47,174	....	88.0	293,285	94,911	148,964	227,501	82,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg .... Virginia.	2,334,700	*	....	263,822	1,324,200	1,010,500	426,489	....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31, 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.) .... N. Jer.	827,823	*	....	....	300,620	220,900	300,900	....	51.7	140,376	....	....	178,004	....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent....Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,840	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.) .... Pa.	26,150,110	*	279,094	137,694	8,473,700	17,656,000	1,330,530	—	287.4	2,284,430	459,344	2,810,466	2,921,180	876,111	—	50	30½
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.).Pa.	1,639,872	367,988	274,495	....	2,246,500	—	57,636	—	29.3	....	....	....	278,495	263,668	12	50	70½
Nov. 30, 1878	98.4	228.6	763.4	—	416	384	59	—	Philadelphia & Reading .... Penn.	30,513,089	9,355,442	68,959,732	10,505,396	34,278,175	75,300,797	11,196,128	—	799.4	8,092,849	6,876,413	8,766,979	11,539,563	6,307,821	—	50	28½
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore..Pa. D. & Md.	18,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,248,781	798,365	2,660,446	1,196,048	8	50	59½
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.).Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,487,200	12,497,000	2,363,455	—	200.9	2,746,013	747,455	2,142,156	3,176,370	1,186,768	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15		296	Pittsb. & Connellsville (B.&O.)..Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	—	174.0	1,579,169	761,307	1,829,466	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,656	Pittsb., Ft. W. & Chicago...P., O., I. & I.	38,743,396	*	213,315	12,000	25,383,686	13,510,000	....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	124½
Dec. 31, 1878	6?.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie .... Penn.	3,418,553	*	....	....	1,259,853	1,675,000	483,700	—	....	....	....	....	....	....	—	50	....
Dec. 31, 1878	95.0	25.0	23.0	—	32	19	6	268	Pittsb., Titusville and Buff...N. Y. & Pa.	9,085,405	*	....	....	4,950,450	4,050,923	75,022	—	120.0	453,165	281,910	522,402	526,701	184,563	—	50	32
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitt'sb., Wheeling & Kentucky...W. Va.	599,393	*	....	34,827	399,600	200,000	32,620	—	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg....Me. & N.H.	3,564,544	292,538	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	187	Portland and Rochester....Me. & N. H.	1,966,211	*	....	....	636,011	1,500,000	59,455	....	52.5	155,659	118,588	92,0?2	148,151	29,384	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	208	Portland, Saco & Portsmouth .... Me.	1,334,091	96,555	69,354	93,750	1,500,000	—	93,750	—	....	....	....	....	....	90,000	6	100	107
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston..N.Y.	1,385,000	*	....	....	850,000	535,000	41,0?5	....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield..R.I & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	....	40,498	22.8	49,019	92,207	35,466	86,897	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester..R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston....North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,300	480,500	97.0	....	44,615	....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga .... N.Y.	6,679,308	1,827,908	1,340,669	853,662	6,854,100	2,000,000	1,347,507	—	332.6	713,320	1,126,484	602,540	1,822,350	754,346	8	100	120
Sept. 30, 1878	140.5	11.0	18.3	—	55	37	20	793	Richmond and Danville ¶....Va. & N. C.	5,879,853	*	2,518,458	47,575	3,866,400	4,131,886	447,575	—	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶.Va	2,835,269	*	112,153	74,967	1,582,620	878,241	63,965	647,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶ .... Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,8?6	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶.Va.	598,372	*	....	....	480,100	278,000	....	....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line .... N. Y.	2,081,345	229,032	....	....	22,094	2,187,400	109,386	....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	8	2	85	Rock Island and Peoria .... Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	—	91.0	207,201	109,860	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg.N. Y.	8,797,611	563,304	....	....	3,147,600	7,749,900	608,688	....	403.9	1,053,606	576,974	370,905	1,213,785	350,747	—	100	21
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.) .... Vermont.	8,943,238	457,800	1,066,402	....	6,480,000	2,546,400	559,741	—	136.0	....	....	[rental, et	c. 295,812	278,758	—	100	5½
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis .... Mich.	847,208	*	2,309	39,188	264,004	446,000	....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot .... Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,623	38,566	15,425	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	164	St. Joseph and Denver City .... Kansas.	9,500,000	*	51,639	....	3,300,000	6,200,000	48,704	....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	682	St. L., Alton & T. H. .... Ill. & Ind. }	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	....	....	....	....	555,302	534,932	}	100	21
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch .... Illinois. }									175.2	395,390	184,988	473,648	506,459	239,621	}		....
Dec. 31, 1878	489.5	195.0	114.8	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶..Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	—	684.5	2,217,586	600,556	694,601	4,514,821	1,945,956	—	100	5½
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Ohio (C. & A.).Ill.	5,072,000	—	....	....	2,347,800	2,725,000	....	....	....	....	....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern .... Mo	34,434,244	*	1,096,831	368,907	24,000,000	10,181,500	1,237,500	533,000	598.8	....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	327.8	—	25.8	—	29	10	8	818	St. Louis & San Francisco..Mo. & Ind. T.	26,198,626	729,166	....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	35
Oct. 31, 1878	169.2	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern .... Ill. & Ind.	11,022,709	*	....	....	10,841,100	5,145,000	....	....	208.2	658,203	183,359	....	954,333	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H. ....Ill. & Ind.	8,327,709	*	3,525	....	8,928,015	4,499,000	237,808	—	158.3	966,978	204,058	659,765	1,059,448	158,686	—	100	....
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth* .... Minn.	8,832,523	*	....	....	8,882,523	—	....	—	169.0	850,670	46,568	224,767	483,349	121,008	—	100	35
Dec. 31, 1878	121.8	—	11.5	—	15	7	6	475	St. Paul and Sioux City...Minn. & Iowa.	4,556,187	*	325,673	48,019	4,421,697	118,278	255,270	133,584	121.8	266,669	86,179	206,913	602,754	239,506	—	100	36
Sept. 30, 1878	116.8	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark .... Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	781,146	657,632	234,227	—	50	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston....S. Car. & Ga.	2,288,966	*	....	....	1,000,000	1,427,800	....	....	111.3	....	....	....	303,883	20,046	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley .... Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	128,878	—	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke.Va. & N. Carolina.	2,140,813	*	....	....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac..Wisconsin.	2,871,771	*	....	....	1,410,500	1,600,000	66,749	....	79.0	125,679	50,345	88,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.2	49.0	8	4	2	117	Shenango and Allegheny .... Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	—	46.0	....	33,533	349,229	254,089	135,281	—	50	....
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	—	....	....	1,000,000	200,000	....	—	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....
Dec. 31, 1878	107.4	—	12.6	—	18	8	6	160	*Sioux City and Pacific* .... Neb. & Iowa.	5,350,080	*	....	....	2,068,400	3,056,000	....	—	158.5	165,745	59,815	186,055	414,477	100,090	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama .... Ala.	10,058,682	*	....	....	3,461,767	6,131,000	575,875	—	190.0	552,986	79,038	718,952	844,689	293,649	—	100	....
Dec. 31, 1878	187.0	106.0	31.0	—	48	49	—	462	South Carolina ¶ .... South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	—	243.0	691,202	104,065	252,366	1,011,202	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central .... N. Y.	3,273,492	387,661	625,858	131,764	1,790,234	2,540,125	88,415	—	114.0	413,552	149,484	440,071	462,906	142,850	—	100	....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶ .... Minnesota.	6,424,100	*	....	....	1,984,200	4,639,900	....	—	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific .... California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	—	712.0	....	....	....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	144.0	166.5	21.5	—	36	28		392	Southwestern .... Ga.	4,291,300	*	....	....	3,892,300	339,000	....	—	310.5	441,390	....	....	789,223	352,631	8	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern.Mass.	1,376,126	53,399	49,800	26,278	816,480	600,000	271,361	—	48.5	94,204	56,000	55,926	91,924	21,079	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex .... New Jersey.	1,875,100	*	....	....	1,688,600	236,500	....	—	84.0	104,230	....	....	98,538	38,118	—	100	....
Dec. 31, 1878	81.0	—	23.0	—	18	9	2	380	Syracuse, Bing. and New York .... N.Y.	4,089,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378,111	150,916	310,886	610,532	224,624	8	100	....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	118.8	958,319	221,341	1,092,085	876,865	356,378	8	50	100
Dec. 31, 1878	108.0	—	6.4	—	4	2	2	272	Texas and New Orleans (of 1874)..Texas.	4,142,000	*	....	....	3,000,000	1,142,000	548,854	125,095	108.0	....	....	86,398	220,187	74,284	—	100	....
May 31, 1879	179.7	264.1	39.4	80.0	49	21	11	977	Texas and Pacific ¶ .... Texas.	26,319,117	*	925,673	167,318	6,99?,000	18,806,225	1,349,575	827,908	443.9	1,392,777	268,149	407,114	2,186,143	956,455	—	100	31
Dec. 31, 1878	221.4	19.6	36.8	—	44	15	10	726	Toledo, Peoria and Warsaw .... Illinois.	12,720,188	*	....	....	5,700,000	6,450,000	....	....	247.0	1,022,612	230,965	702,510	1,358,290	472,211	—	100	18½
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston .... New York.	2,458,762	*	....	....	1,609,010	2,179,500	436,022	....	52.9	405,324	294,879	595,904	560,844	274,747	2	100	....
Sept. 30, 1878	74.0	—	5.8	—	7	8	3	181	Ulster and Delaware .... New York.	1,052,357	*	....	....	1,152,100	1,478,000	57,682	....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	255	310	34	2,762	United New Jersey (Pa.) .... N. Jer.	34,988,531	*	6,549,845	....	20,190,400	20,095,548	1,545,956	—	376.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	178
Dec. 31, 1878	1,038	—	113.0	—	172	121	41	3,279	*Union Pacific* .... Nebr. Wy. & Utah.	115,814,588	*	13,040,224	....	36,782,800	77,424,512	....	—	103.8	5,846,580	188,315	844,019	11,121,272	7,744,686	—	100	88½
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern.....Utah and Idaho.	5,040,000	*	....	....	2,520,000	2,520,000	....	—	111.5	....	....	[9 mos.	193,129	62,069	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River .... New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	130.1	339,339	218,258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira .... New York.	2,854,090	*	....	....	1,004,100	1,500,000	355,438	....	118.0	211,252	108,365	88,120	147,542	def. 3,911	—	100	....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.) .... Mass.	3,288,328	*	476,311	49,427	2,860,000	900,000	6,264	38,802	58.8	....	....	[rental.	153,197	150,197	5½	100	122½
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian .... Miss.	3,288,468	*	....	38,163	1,397,608	3,166,973	38,474	—	142.0	187,892	43,666	45,597	329,175	70,316	—	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee .... Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	....	—	52.7	458,810	....	507,922	1,604,443	726,092	12	100	....
Dec. 31, 1878	452.1	143.1	143.3	100.0	197	68	39	4,711	Wabash.......Ohio, Indiana and Illinois.	36,311,468	*	191,442	834,881	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1,952,003	4,798,872	1,654,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	81	39	14	474	Wash. City, Va. Mid. & Gt. Southern ¶ Va.	10,148,393	*	....	....	4,265,297	6,747,067	1,859,661	—	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio .... Virginia.	1,942,297	*	....	....	1,777,927	387,800	142,800	—	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	26.8	—	5.0	—	11	23	5	70	West Chester and Philadelphia .... Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey .... New Jersey.	1,786,862	459,297	1,583,634	91,188	1,359,750	2,400,000	71,539	89,692	128.5	440,545	615,380	119,632	541,678	202,985	—	50	61
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	248	Western of Alabama ¶ .... Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	—	167.0	292,286	....	....	514,107	176,652	—	100	....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland .... Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	237,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	8½
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.). Wis. & Ill.	7,000,000	313,114	808,864	16,294	4,000,000	3,500,000	337,629	255,038	212.7	870,604	289,094	462,341	1,067,654	304,401	—	100	....
Sept. 30, 1878	189.0	—	18.0	—	33	12	7	296	Wilm., Colum. and Augusta.N. C. & S. C.	4,992,540	*	30,221	204,235	800,000	1,248,000	1,008,944	—	189.0	....	53,850	....	509,698	98,658		100	50
Sept. 30, 1878	162.5	17.0	18.2	—	28	19	18	350	Wilmington and Weldon ¶ .... N.C.	6,340,365	*	39,428	63,078	1,456,200	1,619,100	52,182	315,434	160.5	406,277	....	....	312,171	176,277	8	100	....
Sept. 30, 1878	45.7	—	25.4	—	20	22	7	438	Worcester and Nashua.....N.H. & Mass.	2,136,480	390,080	534,980	75,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	58½

Barrels Made from Pulp.

Barrels made of pulp are among the latest inventions, and, as described by the Detroit Tribune, they are likely to become an important article of commerce. The advantages claimed are lightness, durability and cheapness. The body of the barrel is all made in one piece from coarse wood pulp. The pressure to which it is subjected is 400 tons. The heads are made of one piece in the same way, and when put together the barrels are exceedingly light, strong and satisfactory every way. There are two kinds, one for fruit, flour and other dry substances, the other for oil, lard and liquids of all kinds. A flour barrel made in this way and filled can be dropped from a wagon to the pavement without injury. Fruit packed in these receptacles keeps longer than when put up in the usual way, being dryer and excluded from the air. The barrels for liquid substances are made by subjecting the first form to a simple process, and oil can be kept in them without any leakage. The saving in cost is about 50 per cent. Steps are being taken for the formation of a company to manufacture barrels, tubs, etc., by this new process.

☞ A dispatch from Oil City (Penn) on Saturday last says: "The Titusville and Oil City Railroad will be entirely completed this evening. This road extends from Oil city to Petroleum Centre, on the opposite side of the river from the Pittsburg, Titusville and Buffalo Railroad, and the construction expenses were so economically arranged that it cost but little over $40,000. Passenger business on the Titusville road for August was the heaviest ever known in the history of the company, amounting to $22 500. The gross earnings were about $56 000, or 40 per cent more than any month of 1879, and 50 per cent more than in August of that year."

☞ Articles of incorporation were filed in the office of the Secretary of State at Springfield, Ills., on the 14th inst., of the Charleston, Neoga and St. Louis Railroad Company, the corporators being Tracy Kingman, James A. Connolly, J. R. Cuningham, C. B. Buch, H. R. Keller and twenty-three others. It is proposed to construct a railroad from Charleston, Coles County, to Neoga, Cumberland County, through Shelby, Effingham, Fayette, Montgomery, Bond and Madison counties, to East St. Louis, the principal office to be at Neoga, and the capital stock to be $1,500,000.

☞ The National Association of Railway and Omnibus Transfer Lines was organized at Cleveland, Ohio, on the 15th inst., by the election of the following officers: President, Samuel Bailey, Jr., Cincinnati; Vice-Presidents, E. P. Fountaine, Louisville; C. W. Miller, Buffalo; F. B. Stevens, Cleveland; Treasurer, E. C. Davis, Milwaukee; Executive Committee, Frank Bird, Indianapolis; B. Angell, Ft. Wayne; T. W. Veneman, Evansville. The first annual meeting will be held at Cincinnati the third Tuesday in October.

☞ The stockholders of the Cleveland and Marietta Company have voted to authorize an issue of $1,000,000 bonds for the purpose of making necessary improvements on the road and for building an extension of twenty-four miles, from Canal Dover to Canton, to connect with the Valley Railroad. This extension will complete a line nearly due north from Marietta, O., to Cleveland, 181 miles long, a large part of which is through valuable coal lands.

Star Postal Routes.

The Second Assistant Postmaster General is having prepared for distribution the advertisements for proposals for carrying the mails over star routes for four years from July 1, 1881, in New York, New Jersey, Delaware, Pennsylvania, Maryland, Virginia and West Virginia, and the New England States. The advertisements will be printed and ready for distribution Oct. 15. They will embrace proposals for 3,415 routes in the States mentioned below, and are distributed as follows: Maine, 280 routes; New-Hampshire, 180; Vermont, 150; Massachusetts, 164; Rhode Island, 22: Connecticut, 110; New York, 662; New Jersey, 114; Delaware, 28; Pennsylvania, 874; Maryland, 161; Virginia, 451; West Virginia, 266.

☞ The plans for opening the Harlem Ship Canal have been formed and as soon as the necessary purchases of lands have been made, which was authorized by the last legislature, the work will be commenced under the direction of the U. S. Government. The connection thus made between the Hudson and East rivers will be of great value to New York as a port, and will be of especial convenience to boats coming down the Hudson bound for the East river front, as it will save the trip down around the Battery, and will relieve that part of the bay from its frequent over-crowded condition.

☞ The very general adoption of first class chilled wheels for railroads in this country has proved very satisfactory, and the Austrian Northwest Railway publishes figures which go to prove the soundness of the practice. In last December, January and February, on that railroad, while only one chilled wheel failed, forty-eight tires burst, or one chilled wheel for every 4,806 wheels running, and one tire for every 156.4 wheels running.

☞ The production of steel rails in this country has more than trebled itself every three years since 1867. The product for that year amounted to 2,277 tons; in 1879 it reached 606,397 tons. The first ever made in this country were rolled at Chicago in 1865. There are now eleven mills in the United States where steel rails are made; five in Pennsylvania, three in Illinois, one in New York, one in Ohio and one in Missouri.

☞ The locomotive which went down at the Tay bridge disaster dragging so many victims with it, was brought up almost uninjured after it had been at the bottom of the Tay for about three months, was run on her own wheels to Glasgow just as she came from her long bath, had her toilet fixed a little and is now running regularly between Glasgow and Edinburgh.

☞ The plans of the Illinois Central Railroad Company for the Randolph street viaduct, Chicago, have been approved by the city authorities and work will at once be commenced.

☞ The Sioux City and Pacific Railroad Company has let 20 miles of additional grading west of Neligh, Neb,

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 21.

	W. 15	Th. 16	F. 17	Sa. 18	M. 20	Tu. 21.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	81	....	....	
Jamden & Am. 6s, 1885	....	....	....	....	....	105
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	120
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	10	....	....	....
Preferred	47	47	47	....	47	....
7s, new	114	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	115½	115½	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	10	10	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	34½	34½	35	35½	34½	34½
6s, 1884	....	....	....	....	....	....
Gold Loan	107½	108	107½	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	105½	....	105½	105½	....	....
Lehigh Valley	53½	54	53½	54	53 x	....
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	118½	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	129
Consol. mort. 6s	....	....	114	....	....	....
Consol. mort. 6s, reg	....	115	....	....	....	115½
Little Schuylkill	47½	....	....	....	47	47½
Minehill & Sch. Haven	56	....	56½	....	....	....
North Pennsylvania	....	48	....	....	48	
1st mortgage 6s	108½	....	....	107	....	
2d mortgage 7s	....	117	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	87½	87½	87	....	....	....
6s	92	....	90	....	90	90½
Northern Pacific	30½	31	30½	30½	30½	30½
Preferred	55	55½	55	55	55	55
Pennsylvania R. R.	59½	59½	59½	59½	59½	59½
1st mortgage	....	....	101½	....	....	....
Gen'l mortgage	....	....	....	122	122	....
Gen'l mort. reg	....	....	....	123	....	....
Consol. mort. 6s	....	....	117	....	....	117½
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	106½	....	....	....	....	106
do. 5s, new	....	....	....	115	115	
do. 4s	....	....	....	....	....	....
Phila. and Reading	15½	15½	15½	15½	15½	15½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	117	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	115	....	115½	115½	....	....
Consol. mortgage reg	115½	....	....	....	....	....
Gen'l mortgage 6s	71	71½	....	....	....	71½
Philadelphia and Erie	....	....	15½	....	....	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	118½	....	118½	....	119	
Pittsb., Titusv. & Buff.	15½	15½	16½	16½	16½	16½
7s	73	72½	73	74	74	76
Schuylkill Navigation	....	....	....	....	....	....
Preferred	7½	....	7	....	....	....
6s, 1872	....	....	....	....	....	98½
6s, 1882	70	70½	70	....	....	....
United Co. of N. Jersey	173	172½	172½	....	173	....
Hestonville, (Horse)	21½	....	21	....	....	....
Chestnut & Wal. (do)	....	80	....	80	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 21.

	W. 15	Th. 16	F. 17	Sat. 18	M. 20	Tu. 21.
Baltimore and Ohio	....	....	....	172½	....	
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	115	....	....	....	....	....
2d mortgage, 7s	....	....	81	81	....	80
3d mortgage, 8s	....	....	....	44½	....	43½
Northern Central ($50)	37½	....	37½	37½	37½	37
3d mortgage, 6s 1885	....	....	106½	....	....	....
3d mortgage, 6s, 1900	113	....	....	....	....	....
6s, 1900, Gold	....	....	112½	....	....	....
6s, 1904, gold	....	....	....	110	....	110
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	92	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	59	59½	59½	59	59½	....
Consol. Coupons	91	....	....	90½	....	90½
10-40 bonds	41½	....	41½	....	41½	....
Deferred Certificates	....	....	7½	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	143½	....	....	144	....	....
City Passenger R. R.	....	....	....	....	....	38

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Adams Express	117	117	116½	....	....	
Albany and Susq.	....	....	111	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	59½	59	....	59	....	
Atlantic & Pacific Tel.	42½	41½	41	41	40½	
Burl., C. R. & Nor.	....	65	....	....	65	64½
1st mortgage 6s	94	....	....	94	94	94½
Canada Southern	57½	59½	....	60	60	59
1st mortgage guar.	93½	93½	....	94½	94½	95
Central of N. Jersey	76	76½	75½	76½	76	73½
1st mortgage 1890	....	....	....	....	117½	....
7s, consolidated, ass.	107½	108	107½	107½	....	
7s, convertible, ass.	108	....	107½	107½	108	107½
7s, Income	85	....	....	83	....	
Adjustment	....	....	....	....	....	110
Central Pacific	73	73½	....	74½	73	
6s, gold	112	112½	112	....	....	112
1st M. (San Joaquin)	....	....	....	....	....	
1st M. (Cal. and Or.)	....	....	....	....	....	
Land grant 6s	....	....	....	....	....	
Chesapeake and Ohio	19½	19½	....	20	....	19½
Chicago and Alton	116½	....	117	116½	115	116½
Preferred	....	....	....	....	....	....
1st mortgage	123	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	135	....	135	136	134	129½
7s Consol, 1903	125	....	....	....	....	....
Chic., Mil. and St. Paul	91½	91½	91½	92½	92½	92½
Preferred	112	112	112½	....	112½	112½
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	115½
1st M. (I. and M. div.)	115½	....	....	....	115½	....
1st M. (I. and D. ext.)	....	....	113½	....	....	114
1st M. (H. & D. div.)	....	111½	....	....	111½	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	115½	....	115	115½	116½
Chic. & Northwestern	103½	103½	103½	103½	103½	102½
Preferred	123½	120½	121½	122	122	118½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	124½	....	....	126	....	....
Consol. Gold bonds	....	119½	119	....	....	....
Do. reg	....	118½	....	....	....	....
Chic., Rock Isl. & Pac.	119	117½	117½	117	117½	117½
6s, 1917, c.	....	....	....	....	151½	....
Clev., Col., C. and Ind.	....	72½	....	71½	71½	70
1st mortgage	....	124½	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	19	19½	19½	19	19	18
Col., Chl., & Ind Cent	....	....	....	94	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	86	85½	....	86½	86½	84½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	116½	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	90	90½	90½	90½	91	90½
2d mortgage 7s	....	....	....	....	100½	....
7s, Consol. 1907	117½	....	....	....	....	....
Erie Railway	127	....	....	....	....	....
1st mortgage	....	....	....	....	105½	....
2d mortgage	....	106½	....	....	....	106½
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	120	120½	....	....	121	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	105½	....	....	104½	104½	104½
Hannibal & St. Joseph	38½	39½	40	40½	39½	38½
Preferred	80	81½	83½	83½	82½	81½
8s, Convertible	....	....	108½	108½	108½	108½
Houston & Tex. Cent.	....	....	....	....	....	....
1st Mortgage	....	108	....	....	....	....
Illinois Central	111½	113½	113½	113½	113½	112
Lake Shore & Mich So.	107½	108	108½	108½	108½	108½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	119	....	....	....
Louisville & Nashville	143	142½	142½	147½	151	150
7s, Consolidated	....	....	....	....	....	118½
Manhattan	31	31½	31	30½	30½	31
Metropolitan Elevated	....	....	92½	....	....	90x
1st Mortgage	101	....	101½	101½	102	102½
Michigan Central	94½	95	94½	95	95½	93½
7s, 1902	....	....	....	....	....	124
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	110½	....	....	110½	110½	110½
1st mortgage	....	....	....	....	132½	....
2d mortgage	116	....	....	....	115	....
7s of 1871	114½	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	113½	....	....
N. Y. Cent. & Hud. Riv	129½	130½	130½	129½	130	129½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	112	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	....	....	113	114	112½	....
1st mortgage	111½	111½	....	111½	....	111½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	129½	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
N. Y., Lake Erie & W.	38½	39	38½	39½	39½	38½
Preferred	66½	68	67½	68½	69½	69½
2d Consolidated	88	88½	88½	89½	88½	88½
New 2d 5s fund	....	83½	84½	....	....	83½
N. Y., N. Haven & Hart	....	168	....	....	170	170
North Missouri 1st M.	118½	....	....	....	....	....
Northern Pacific	31	....	30½	30½	....	30
Preferred	55	55½	55	55	55½	53
Ohio and Mississippi	36	36½	35½	35½	34½	34
Preferred	77	77½	....	....	....	....
2d mortgage	117	116½	116½	....	....	....
Consolidated 7s	116	117	....	....	116	....
Consol. Sinking fund	....	....	....	....	116	....
Pacific Mail S. S. Co.	40½	40½	40½	40½	40½	39½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	107½	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	30½	31½	31½	31½	31	29½
Pitts., Ft. W. & Chi. gtd	124	....	....	....	124½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	127	127	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	121	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
St. Louis & San Fran.	35	....	35	....	....	....
Preferred	45	....	....	....	....	44
1st Preferred	....	....	....	....	....	75½
St. L., Alton and T. H.	22	....	....	....	....	....
Preferred	76	76½	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	54½	55½	54½	54½	54½	52½
1st mortgage	116½	....	....	....	117	....
2d mortgage	105½	105½	....	105½	....	106½
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92½	92½	91½	91	89½	
1st mortgage	112½	112½	112½	112½	112½	112½
Land Grant 7s	116½	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	....	....	....	49½	....	48½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	104	....	104½	....	103
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	104	....	104½
Wabash, St. L. & Pac.	35½	36½	37	37½	37	36
Preferred	65½	66½	66½	67½	66½	65
New Mort. 7s	....	97	....	....	....	..
Wells-Fargo Express	110½	....	....	....	111	....
Western Pacific bonds	....	....	....	108½	....	....
Western Union Tel	105½	105	103½	101½x	101½	97½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Atch., Top. and San. Fe.	121½	....	....	120	118	119
1st mortgage	....	....	....	119½	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	....	....	150	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	90	....	....	90	....	89½
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	41½	....	....	40½	40	39
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	134½	....	....	134½	134½	129½
7s	122½	....	....	....	....	....
Cin., Sand. and Clev.	14½	....	....	14½	14½	14½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	30	....	....	30½	30	30
New 4½ Bonds	....	....	....	....	99	....
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	95	94½
N. Y. & New England	39	....	....	....	37½	37
7s	110½	....	....	110½	....	....
Northern, N. H.	....	....	....	100½	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	22	....	....	22	22	23
Preferred	74½	....	....	74½	....	74
Old Colony	116½	....	....	116	116½	117
Ph., Wil. & Balt. ($50)	....	....	....	69	....	69½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arx. Val.	....	....	....	....	....	....
7s	112½	....	....	....	112½	112½
Pullman Palace Car	121	....	....	....	....	121
Union Pacific	....	....	....	93½	....	....
6s	....	....	....	111½	....	....
Land Grant 7s	....	....	....	....	....	113½
Sinking Fund 8s	....	....	....	....	....	116½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	89	....	....	89	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	238½	....	....	228	....	231
Quincy	....	....	....	29½	28	26

New York Stock Exchange.

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	109½	109½	....	....	109	....
U. S. 4s, 1907, coup.	....	110½	....	....	110½	110
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	102½
U. S. 6s, 1881, reg.	....	....	....	104½	....	....
U. S. 6s, 1881, coup.	....	....	....	104½	....	1 4½
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	99½	....	....	....	....	....
Dt. of Col. 3-65s, coup.	99½	99	98	99½	99½	99½

London Stock Exchange.

	Closing Prices.— Sept. 10.	Sept. 2.
Atlantic & Gt. W. 1st mort., Certs.	70 — 72	70 — 72
Do. 2d mort., Certs.	29 — 31	29 — 31
Do. 3d mort., Certs.	13½ — 14½	13½ — 14½
Baltimore and Ohio (sterling)	115 — 117	115 — 117
Central of New Jersey $100 shares	77 — 82	76 — 80
Do. Cons. Mort. Oct. '79 coupon	112 — 114	112 — 114
Do. Adjustment bonds	111 — 114	111 — 114
Do. Income bonds	88 — 91	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	113 — 115	113 — 115
Do. Con. M. 5 p.c. till '84 after 6 p.c.	106 — 108	106 — 108
Erie shares $100 Recon. Ass. $6 pd.	41 — 41½	41½ — 42
Do Pref. Shares, R. T. Ass. $3 pd	72 — 74	72 — 74
Do. 1st Con. M. ex-Certs. 6 Cou.	124 — 124	124 — 126
Illinois Central $100 shares	118 — 120	116 — 118
Lehigh Valley Consol. mortgage	116 — 119	112 — 116
N. Y. Cent. & Hud. Riv. Mt. bonds	133 — 137	134 — 138
Do. $100 shares	136 — 138	135 — 137
Do. Mort. bonds (sterling)	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	122 — 124	122 — 124
Do. do. 2d do.	87 — 89	86 — 88
Do. 2d Consol. Mort. bonds	91 — 93	91 — 93
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	62 — 63	60 — 61
Do. Con. Sink. Fund Mort.	115 — 117	114 — 116
Philadelphia & Reading $50 shares.	15½ — 16½	11½ — 12½
General Consol. Mortgage	108 — 110	107 — 109
Do. Improvement Mortgage	94 — 96	93 — 94
Do. Gen. Mort. '76, ex-deferd. con.	72 — 74	68 — 70
Do. Scrip for the 6 def. ½ coupons.	68 — 72	65 — 70
Pittsbg, Ft. W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	112 — 114	111 — 113
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 — 118	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, September 23, 1880.

Money on call is in abundant supply at 2@3 per cent. For thirty days money can be borrowed at 3 per cent, while for four to six months' loans the rates are 4@4½ per cent; these rates are on first class general Stock Exchange collateral; on United States bonds the rates are ⅛@1 per cent lower. Prime mercantile paper is 4½@5½ per cent. The posted rates for prime bankers' sterling are 4.82 and 4.84½. The actual rates are 4.81@¼ and 4.83½@4.84. Cables are 4.84@¼; and prime commercial bills 4.79½@4.80.

The Government bought on Wednesday $2,500,000 bonds, comprising $48,000 6s of 1880 at 102.54 and 102.60, and $2,452,000 5s at from 102.67 to 102.72. The First National Bank was the largest successful competitor, receiving the award of $1,876,000 5s at 102.72. No 6s of 1881 were accepted; they were offered at 104.72 to 104.81. The total offerings amounted to $6,824,700.

Among the securities admitted to dealings at the Stock exchange on the 23d inst was the American Union Telegraph Company, capital stock of $10,000,000, divided into shares of $100 each. "The lines of the company reach the most important towns and cities of the United States and Canada, and together with the lines covered by working contracts and leases, will form a system of 75,000 miles of wire, of which about 55,000 miles are now in operation, and the balance is being rapidly constructed. The company has an exclusive connection with the new French Atlantic ca-

bles. In addition to its lease of the lines of the Dominion Telegraph Company of Canada, 5,766 shares of the capital stock of that company are owned by the American Union Telegraph Company. The company also controls valuable patents that are essential to the rapid and efficient handling of its business." The lines of the company are or will be bonded for $5,000,000.

Claims have recently been made by certain holders of Board of Audit certificates of the District of Columbia that they are entitled to receive 6 per cent interest on the certificates from the date of issue to the date upon which they were converted into 3.65 bonds of the district. Treasurer Gilfillan, however, has decided to give the holders of the certificates 3.65 bonds bearing interest from the date of issuance of the Board of Audit certificates, but to allow no interest on the certificates. The decision has been sustained by Judge Lawrence, First Comptroller of the Treasury.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 40@41; Canada Southern, 58½@59½; Central of New Jersey, 74@74½; Central Pacific, 71½@72¾; Chicago and Northwestern, 102⅝@102⅞; do. pref., 120@121; Chicago, Burlington and Quincy, 129@129½; Chicago and Alton, 118@115; do. pref., 125@130; Chicago, Milwaukee and St. Paul, 92¼@92⅜; do. pref., 112½@113; Chicago, Rock Island and Pacific, 116⅛@116⅞; Chicago, St. Louis and New Orleans, 87½@88; Cleveland, Columbus, Cincinnati and Indianapolis, 70½@71; Columbus, Chicago and Indiana Central, 17¼@17½; Delaware and Hudson Canal, 84¼@84½; Delaware, Lackawanna and Western, 90⅛@90¼; Hannibal and St. Joseph, 88@38⅛; do., pref., 81⅝@85⅞; Illinois Central, 112¼@112¾; Lake Erie and Western, 33½@33¾; Lake Shore and Michigan Southern, 106¾@106⅞; Louisville and Nashville, 150@151⅛; Morris and Essex, 110@110¾; Metropolitan Elevated, 91@95; Michigan Central, 94@94¼; New York Elevated, 110@111; New York Central and Hudson River, 129⅛@129½; New York, Lake Erie and Western, 38¾@38½; do. pref., 69⅜@69½; New York, Ontario and Western, 23⅜@23½; Northern Pacific, 29@29¼; do. pref., 52¾@53; Ohio and Miss., 33½@33⅝; do. pref., 74½@76½; Pacific Mail, 38⅝@38¾; Philadelphia and Reading, 28@28¼; St. Louis and San Francisco, —@35; do. pref., 43¼@44; do. 1st pref., 74½@75½; St. Louis, Iron Mountain and Southern, 51⅛@51⅜; Union Pacific, 88¼@88¾; Western Union Telegraph, 98@98⅛; Wabash, St. Louis and Pacific, 35⅜@35½; do. pref., 65⅛@65¼.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. 7s, ass., 110¼; Boston and New York Air Line, 44; Boston, Hartford and Erie 1st, 39½; Chicago, St. Louis and New Orleans 38; Chesapeake and Ohio 1st pref., 24¾; do. 2d pref., 20½; do. cur. int., 39¾; Chicago, St. Paul, Minn. and Omaha, 41⅜; do. pref., 81¼; do. 1st, 109⅝; Cincinnati, Indianapolis, St. Louis and Chicago, 86½; do. consol., 100; do. conv., 99⅛; Central Iowa, 80; do. 1st, 105⅛; Col., Chi. and Ind. Cent. inc., 44¾; do. 1st mort. Trust Co. certif. ass. sup., 92½; Cleveland and Toledo S. F., 110; Cairo and Fulton 1st, 107; Chicago, Milwaukee and St. Paul S. W. div. 6s, 103; do. Southern Minn. div., 102¼; Clev., Col., Cin. and Ind. consol., 112; Chicago, Burlington and Quincy 8s, 108¾; Denver and Rio Grande, 71⅝; do. 1st, 107½; do consol., 98¾; Dubuque and Sioux City, 69; Grand Rapids and Indiana 1st guar., 113½; Galena and Chicago 1st, 103¾; Houston and Texas Central 2d M. L., 118½; do. 1st Western div., 105½; Ind., Bloom. and Western, 28½; do. 1st, 77; 2d, 64½; International and Gt. Northern 1st 103⅜; do. 2d inc., 77; Indianapolis, Decatur and Springfield 1st, 104½; do. 2d inc., 65; Kansas Pacific 1st consol., 97; do. 6s, F. & A., with int. certif., 120; Denver Div., ass., 111; do. ex-coupon, 102¼; Keokuk and Des Moines, 11; do. pref., 26½; do. 1st, 99½; Lake Erie and Western, 83⅝; do. inc., 67; do. 1st, 102⅝; Laf., Bloom. and Muncie income, 70; do. 1st, 104½; Lehigh and Wilkesbarre consol. ass., 95; Louisville and Nashville 2d, 106; Louisiana and Missouri River 1st, 112½; Marietta and Cincinnati 1st pref., 4⅞; do. 2d pref., 3½; Missouri, Kansas and Texas, 32⅜; do. consol. ass., 103¼; do. 2d, 62; Mobile and Ohio, 23; do. 1st deben., 82; do. 2d deben., 50; do. 1st mort., 104; Nashville, Chattanooga and St. Louis, 61; do. 1st, 110⅜; New York, Ontario and Western, 23½; New York, Providence and Boston, 129; New York, Lake Erie and Western Inc., 71¼; Oregon Railway and Nav., 137; do. 1st, 106¼; Ohio and Mississippi 1st, Springfield div., 104½; Ohio Central, inc., 50½; do. 1st, 92½; Pittsburg, Titusville and Buffalo, 32¼; Peoria, Decatur and Evansville, 24½; do. 1st, 101; Rome, Watertown and Ogdensburg 1st consol., 64½; St. Paul, Minn. and Man., 1st, 110; St. Paul and Sioux City 1st, 106; St. Louis, Kansas City and Northern R. E. 7s, 107½; do. St. Charles Bridge 1st, 110; St. Louis and Iron Mt. 1st pref. inc., 88; do. 2d pref. inc., 82; do. Arkansas Branch, 105; St. Louis and San Francisco 2d class A, 96; do. B, 79½; Southern Pacific of California 1st, 100⅜; South Pacific 1st, 104½; Texas Pacific inc. L. G., 66½; do. consol., 92⅞; do. Rio Grande div., 80½; Toledo, Peoria and Warsaw 1st, E. D., pur. com. rec., 134½; Toledo and Wabash Equip., 39; Union Pacific Col. Trust, 105⅛; Winona and St. Peter 1st, 109¾; Arkansas 7s, R. R., 9; Alabama, Class C, 78; District of Columbia Funding 5s, reg., 106½; Louisiana 7s, consol., 48¼; Tennessee 6s, old, 42; do. new, 32; Virginia 6s, consol., cx mat. coupon, 59⅞; do. 6s, def., 7½; Am. Dist. Tel., 76¼; Consol. Coal, 34; Caribon, 1¾; Deadwood, 13; Excelsior, 6½; Homestake, 33; Little Pittsburg, 2¾; New Central Coal, 27; Ontario, 31; Standard, 29¼; Sutro Tunnel, 1½.

Philadelphia.—Allegheny Valley 7s, E. Ext., 106¼; Central Transp., 50; Elmira and Williamsport 6s, 109½; Erie and Western Transp., 6s, 104; Huntingdon and Broad Top Mt. 1st mort., 116¼; Nesquehoning Valley R. R., 55; Pennsylvania and New York Canal 7s, 1906, 123; Pennsylvania Co. 6s, 107¼; Pennsylvania R. R. dividend scrip, 118¾; Philadelphia and Reading R. R. scrip, 36; do. consol. gold, 6s, reg., 107; Philadelphia, Germantown and Norristown R. R., 102½; Shamokin Valley and Pottsville 7s, 113; Texas Pacific consol. mat. 6s, 94¼; do. 1st mort., 106; Union and Titusville 7s, 87; Warren and Franklin 7s, 105½; West Jersey R. R. 80½. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126½; do 4s, new, 105@—; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¾@115; do. 4s, new, 107@111; Philadelphia and Reading, 15⅛@15¼; do. consol. mort. 7s, coup., 115¼@115¾; do. reg., 115@115½; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 170@—; Pittsburg, Titusville and Buffalo R. R., 16⅜@16½; do. 7s, 75@76; Camden and Amboy mort. 6s, 1889, 115@116; Pennsylvania R. R., 59⅔@59½; do. 1st mort., 101½@102; do. gen'l mort., coupon, 120@122; do. reg., 122@123¾; do. consol. mort. 6s, reg., 117@117¼; Little Schuylkill R. R., 47@47½; Morris Canal, 60@61; do. pref., 150@151; Schuylkill Nav., pref., 7@7½; do. 6s, 1882, 69⅜@70¼; do. 1872, 98¼@98½; Elmira and Williamsport pref., 52@54; do. 6s, 109¼@109⅜; do. 5s, 85@90; Lehigh Coal and Navigation, 34⅝@34¾; do. 6s, 1884, 108@109; do. R. R. loan, 110⅛@111; do. Gold Loan, 107⅜@108¾; do. consol. 7s, 105⅜@105½; Northern Pacific, 30¾@31; do. pref., 54¾@55⅛; North Pennsylvania, 47¾@48¼; do. 6s, 106¾@107¼; do. 7s, 116¾@117¼; do. Gen'l mort. 7s, reg., 114½@115; Philadelphia and Erie, 15@15½; do. 6s, 104@105; do. 7s, 113¼@114; Minehill, 56@56½; Catawissa, 10@10¼; do. pref., 45@47¼; do. new pref., 44@45; do. 7s, 1900, 112@115; Lehigh Valley 53¼@53⅜; do. 6s, coupon, 117½@118; do. reg., 118½@120; do. 2d mort. 7s, 127½@—; do. consol. mort., 113¾@115¼; Fifth and Sixth streets (horse), 118@120; Second and Third, 107@109; Thirteenth and Fifteenth, 73½@75; Spruce and Pine, 56@57; Green and Coates, 100@105; Chestnut and Walnut, 80@81; Hestonville, 20½@21¼; Germantown, 68¾@69¼; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 72@73; People's, 14½@15; Ridge Av., 80@90; Continental, 99@100.

Baltimore.—Atlantic Coal, 1.30; Baltimore City 5s, 1894, 116½; do. 1916, 118¼; do. 6s, 1890, 116⅛; Baltimore and Ohio 2d pref., 113⅛; Baltimore and Catonsville 6s, 105¼; Maryland Defense 6s, 107⅝; Norfolk Water 8s, 120½; People's Pass. R. R. bonds, 103½; South Side (Va.) 2d mort., 100; Virginia 10-40 coupons, 96; Virginia Peelers, 25½; Wilmington, Columbia and Augusta 6s, 103. The latest quotations are: Baltimore and Ohio, 170@174; do. 6s, 1885, 109⅛@110; Northern Central, 87@87½; do. 6s, 1885, 108½@109; do. 6s, 1900, 116@117; do. 6s, 1904, gold, 109½@110; do. 5s, 90¼@90⅜; Marietta and Cincinnati 1st mort., 1892, 114¾@115; do. 2d mort. 7s, 79¾@80; do. 3d mort. 8s, 48¼@48⅜; Pittsburg and Connellsville 7s,—@119¼; Orange, Alex. and Manassas 7s, 92¼@93; Virginia consol. 6s, 59@59¾; Virginia Consols coupons, 90¾@90⅞; Virginia 10-40 bonds, 41@41½; Virginia 10-40 coupons, 95⅞@96; City 6s, 1884, 106@—; do. 1893, —@118; do. 6s, 1890, 116@116¼; do. 6s, 1900, 120@—; do. 6s, 1902, 121@—; do. 5s, 1894, 116¼@116½; do. 5s, 1916, 118½@—; Wilmington, Columbia and Augusta 6s, 102½@—; Western Maryland 1st unindorsed, 110@112; do. 2d pref., 104@—; Vir-

ginia and Tennessee 8s, 118@120; do. 6s, 102¾ @103¼; Chesapeake and Ohio Canal 6s, 73@76.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 98⅜; Boston Water Power, 8⅜; Boston Land, 6; Burlington and Missouri River in Nebraska, 6s, non-exempt, 104; Boston, Revere Beach and Lynn, 100; Boston, Concord and Montreal 6s, 1893, consol., 105½; Cincinnati, Sandusky and Cleveland 7s, 98; Chicago and West Michigan, 65; Cheshire pref., 53; Concord, 91¼; Connecticut and Passumpsic Rivers pref., 72; Central Iowa 7s, 1899, 104¾; Cin., Ind., Chicago and St. Louis 6s, 98¼; Columbus, Springfield and Cincinnati 7s, 1901, 84; Detroit, Lansing and Northern, 90; do. 106¾; Flint and Pere Marquette, 19½; Florence, El Dorado and Walnut Valley, 7s, 1907, 106¾; Granite Railway, 35½; Iowa Falls and Sioux City, 48; Illinois Grand Trunk 8s, 116; Kansas City, Fort Scott and Gulf pref., 107½; do. 7s, 107¾; Kansas City, Lawrence and Southern, 90; do. 4s, 96; Kansas City, St. Joseph and Council Bluffs 7s, 114; Little Rock and Ft. Smith, 58¾; do. 7s, 101½; Marquette, Houghton and Ontonagon pref., 40; do. 6s, 90; New Mexico and Southern Pacific 7s, 111¼; New York and New England 6s, 103; Nashua and Rochester, 59¼; Oregon Railway and Nav., 139; Old Colony 5s, 1887, 103⅜; Ogdensburg and Lake Champlain 8s, 1890, S. F., 102½; Ottawa, Oswego and Fox River Valley 8s, 1900, 122½; Portsmouth, Gt. Falls and Conway, 19; do. 7s, 80; do. 4½s, 1937, 80; Portsmouth and Dover, 102; Quincy and Warsaw 8s, 115½; Rutland, 5½; do. pref., 26¾; do. 6s, 1902, 97; Republican Valley 6s, W. D., 102½; do. E. D., 102¾; Summit Branch, 12; Vermont Central 8s, 1902 inc. and ext., 45; Wichita and Southwestern 7s, 108; Wisconsin Central, 9⅜; Wallboro, 80; Allouez, 3½; Atlantic, 17; Aztec, 1¼; Brunswick Antimony, 19¾; Blue Hill, 3¾; Copper Falls, 7; Catalpa, 1½; Duncan, 2¾; Douglass, 3¾; Empire, 1; Franklin, 11½; Huron, 4¼; Harshaw, 38; Mesnard, 1⅜; National, 2⅜; Osceola, 7½; Pewabic, 16; Ridge, 5; Silver Islet, 38; Star, 2; Wankeag, 3½.

New York Central and Hudson River R. R.

The earnings of this road for the month of August, 1880, compared with the month of August, 1879, were:

	1880.	1879.
From passengers....	$684,917 42	$611,432 81
" freight.....	1,958,160 38	1,610 524 32
" miscellaneous	384,776 74	324 071 69
Total.....	$3,022,854 54	$2,546,028 82

—showing an increase in earnings for the month of $476,825 72, or 18.7 per cent.

For the eleven months ending August 31, the earnings were:

	1880.	1879.
From passengers..	$5,839,940 51	$5,313,032 17
" freight.....	20,428,876 02	16,459.466 66
" miscellaneo's	3,906,469 82	3,701,708 58
Total.....	$30,175,286 35	$25,474,207 41

—showing an increase for the eleven months of $4,701,078 94, or 18 5 per cent.

☞ The middle division of the Illinois Central Railroad has been completed to a junction with the northern division at Woodford, Ill., about 22 miles due west from the recent terminus at Pontiac, and about 72 miles from the junction of the middle division with the Chicago division at Kankakee.

West Jersey Railroad.

The directors of the West Jersey Railroad Company have decided to lay a double track on the main line from Camden as far as Wenonah. The work will be put under contract at once, so that as much as possible of the grading may be done this year and settle during the winter. This will give the company eleven miles and a half of double track out of Camden beyond the reach of the local accommodation trains. The cost will be very nearly $150,000, probably, as the right of way is valuable; but the business of the road warrants it. The new line has already earned the year's interest on its cost, although it has been in operation only three months, and the first fortnight's business was done at a loss. The Anglesea Branch extending four miles from Cape May Court-House will also be finished this fall and the track laid in the spring. The Five Mile Beach Improvement Company will give the West Jersey Company the right of way graded, and the company will then furnish the ties, lay the rails and run it as part of their road.

☞ The Greensburg, North Vernon and Rushville Railroad has been completed from Greensburg, Ind., south to Westport, 15 miles. North from Greensburg toward Rushville the line is being surveyed.

☞ The tracks of the Northern and Southern divisions of the Ohio Central Railroad were joined at Three Locusts, Marion County, on the 13th. The iron is now all laid between Fostoria and Bushes' Station in Fairfield county.

☞ Work has been commenced on the Pennsylvania Coal Company's new road from Hawley, on the Erie line, across Moosic mountain to Hawley and Pittston, and will be completed as rapidly as possible.

☞ The St. Louis and Southeastern Railroad is to be sold on the 17th of October by order of the U. S. Court, to satisfy judgments. The total debts are between twelve and thirteen millions of dollars.

☞ The Toledo, Burlington and Delphos Railroad, connecting Dayton and Versailles, a distance of fifty miles, was finished on the 18th inst. The road will be completed by November.

☞ The track of the Texas and Pacific Railway is now laid to a point in Stephens county 17 miles west of Dallas. Iron is being laid at the rate of one mile per day.

☞ The Government of Guatemala has signed a contract to continue the railroad just opened from the port of San Jose to Escuintla and to the capital.

☞ The Tonawanda Valley Railroad to run in connection with the New York, Lake Erie and Western Railroad south from Attica to Arcade was formerly opened for business on the 11th.

☞ Several cargoes of railroad material have arrived at Minatitlan for the Tehauntepec Company.

☞ The Richelieu and Ontario Navigation Company has declared anterm dividend of 2½ per cent, being one half per cent more than was paid last year.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for August, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of.....	$740,687
An increase in expenses of.....	443,155
An increase in net earnings of.....	$297,482

The eight months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of.....	$5,427,389
An increase in expenses of.....	2,578,463
An increase in net earnings of.....	$2,848,926

All lines west of Pittsburg and Erie for the eight months of 1880 show a surplus over liabilities of $1,879,249, being a gain over the same period in 1879 of $2,116,103.

☞ The earnings of the Midland Railroad of New Jersey from May 16th (the date of possession of the new company) to August 31st were $199,881 65; and the operating expenses, including terminal charges and leased lines, $134,039 39—leaving as net earnings the sum of $65,842 37. The company is laying 800 tons new steel rails and is putting on all its cars the Westinghouse automatic brakes. Forty new freight cars and two new locomotives have recently been added to its rolling stock. The bridge over the Erie at West End has just been rebuilt. Passenger cars as well as freight are now run to connect with the New York, Ontario and Western Railroad.

☞ The Atlantic and Southern Branch of the Chicago, Rock Island and Pacific Railway has been completed to Griswold, 14 miles south from main line. The Audubon Branch has been opened to Lorah.

☞ The Springfield, Jerseyville and East St. Louis Railroad Co. has been incorporated to build a road from Springfield to Jerseyville, to Grafton and East St. Louis. The principal office is to be at Jerseyville, Ills.

☞ The track is now being laid on the Second twenty mile section of the Detroit, Mackinac and Marquette Railroad. Seventy-five miles will be completed by the close of the year.

☞ Holders of the scrip of the Pennsylvania Railroad Company issued in May last are reminded that the privilege of converting it into stock will cease October 1, 1880.

☞ A contract has been executed for the construction of the Fernandina and Jacksonville railroad, in Florida, the road to be ready for trains by December 15.

☞ The Post Office department has ordered service on the Nevada Central Railroad, instead of star service, to commence on the 1st of October.

☞ The work of grading for a double track on the Michigan Central Railroad between Jackson and Leoni will be completed this fall.

☞ A very important line of railroad is now approaching completion in Russia, connecting the Caspian Sea and the Caucasus with Moscow.

Richmond and Southwestern Railroad.

A correspondent of the Baltimore Sun, writing from Buckingham Court-house, Va., under date September 15, says:

The Richmond and Southwestern railroad, a work projected to run from Gloucester Point, on the York river, through Richmond and various Southside and southwestern counties of the State to Kentucky, is attracting much attention in this section of country. It is understood to be chiefly a project of Boston capitalists, so that that city may have an independent through line with steamers connecting to Boston from deep water on the York river. Among the counties through which the road will pass are Powhatan, Chesterfield, Cumberland, Buckingham and Appomattox to Lynchburg, and thence southwest. Several of the counties named are noted for their varied mineral resources, including iron, copper, coal, etc., and there is a fine timber region in this country which will be made available by the construction of the road. The counties through which the road is to pass are required to make moderate subscriptions to the stock, not payable, however, in most instances, until the line is constructed within the county making the subscription. The subscription assigned to Buckingham is $60,000, and all such subscriptions have to be authorized by a popular vote. In June last a vote was taken in this county, but as it was necessary that a majority of the actual registered vote should be cast in its favor, it was found then that, though a large preponderance of the voters endorsed the measure, yet the measure failed. To-day the measure was again submitted to the people, and the anxiety to have the road induced a large turnout of the voters. The result was 1,647 votes for the subscription and 77 only against it. This insures the requisite legal majority, as the entire registered vote in the county is about 2 700. There had been at one time some impression among the people that the road would be constructed by its outside projectors without the local subscriptions, but on specific official statements reaching the county to the contrary, the situation was at once realized and the work of carrying the subscription spiritedly entered upon. As indicating the practical thoroughness of those who have the enterprise in hand, they have sent not only surveyors, but geologists and mineralogists from the north to explore the whole region and report minutely upon the peculiar characteristics as to minerals, forests &c., of each county, as well as the agricultural products and resources. This will constitute the sixth through line from West to East, and is said to lessen the distance from points in the West and Southwest which it is to reach some four hundred miles in the travel and transportation to Boston.

Mineral Statistics of the United Kingdom.

Mr. Robert Hunt, F. R. S., Keeper of Mining Records, has issued the Mineral Statistics of Great Britain and Ireland for the past year. A statement of the increase or decrease of coal carried by railway, canal, or sea in 1879, as compared with 1878, shows that there was last year an increase of coal, coke, and patent fuel carried by railways, canal, and shipped to foreign ports of the United Kingdom, of 6,344,049 tons. A return of the miceral produce of the kingdom, made to the Mining Record office, for 1879 shows the following in tons: Iron ore, 14,379,735; tin ore, 14,665; copper ore, 51,032; lead ore, 66,877; zinc ore, 22,199; iron pyrites, 20,275; silver ore, 27; and sundry minerals, including shales, gypsum, calc, spar, coprolites, phosphates, &c., 525,950. The total value of minerals produced last year was £55,733,967. A table showing the production of coal in the United Kingdom, according to the Mining Record office returns, is given for each year from 1854 to 1879, and according to the returns of the Inspectors of Coal mines from 1864 to last year. From this it appears that on the whole the output of coal has been increasing. In 1864, according to the Inspectors of Coal mines the production was 95,122,919 tons, while the Mining Record office returns give it as 92,787,878 tons. In 1879 the former returns gave the productions as 133,720,893 tons, and the latter as 134,008,288 tons, both returns showing that as a rule the output of coal has been on the increase during the past 15 years.

Commerce of New York.

The foreign imports at New York for the month of August, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$14,758,455	$20,804.135
Do. for warehousing....	5,518,414	8,688,329
Free goods	8,836,815	9,939,602
Specie and bullion....	6,553,038	9 492,530
Total entered at port..	$35.166 717	$48,924,596
Withdrawn fr.wareh'use	6,590,428	10,044,739

The foreign imports at New York for eight months from January 1, were:

	1879.	1880.
Entered for consump'n	$100,930.452	$164,803,772
Do. for warehousing..	48,884,380	86,149,379
Free goods.....	57,723,106	82,755,641
Specie and bullion	12,717,810	14,660,362
Total entered at port..	$220,255,748	$348,369,154
Withdrawn fr. wareh'se	42,588,395	57,779,686

The duties received at New York for the eight months ending with August, were:

	1879.	1880.
January	$7,655,552 67	$11,960,677 78
February	8,229,362 06	12,254,602 24
March...	9,320,695 68	14,469,557 65
April	8,184,797 88	11,901,071 43
May	7,577,233 93	9,752,773 54
June	7,198.779 44	10,699,840 52
July	9,329,895 17	13,360,394 37
August	10,562,138 82	14,492,361 87
Total....	$68,068,955 65	$98,891,279 40

The exports from New York to foreign ports in the month of August, were:

	1879.	1880.
Domestic produce.....	$30,898,205	$35,937,898
Foreign free goods.....	39 544	113,355
Do. dutiable...	225,207	398,094
Specie and bullion.....	457.544	400,029
Total exports	$31,620,500	$36,849,376
Do. exclusive of specie .	31,162,956	36,449,347

The exports from New York to foreign ports for eight months from January 1, were:

	1879.	1880.
Domestic produce....	$214,050,745	$265 802,243
Foreign free goods...	1,560,652	1,774,108
Do. dutiable.	3,072,664	3,C36,700
Specie and bullion....	12,476,318	5,580,011
Total exports....	$231,160,379	$276,193,062
Do. exclusive of specie	218,684,061	270,613,051

Schuylkill Nav. Co.

The lease of the Schuylkill Navigation property to the Philadelphia and Reading Railroad Company is dated July 12, 1870, is for 999 years, and provides for the quarterly payment of an annual sum sufficient to pay full interest on all the indebtedness of the lessor company and dividends of 1½ per cent on the preferred and ¾ per cent on the common stock. The original rental was $655,000 per annum, which has, under terms of the lease, been somewhat reduced by the reduction of some of the indebtedness of the Navigation Company. In addition to the obligations of the lease, the Philadelphia and Reading Railroad Company directly guarantees the principal and interest of four of the loans of the Navigation Company, and guarantees the interest of two others, but there is no guarantee by the Railroad Company of any dividend to the shareholders of the Navigation Company beyond the covenant in the lease to pay a fixed rental, which is sufficient, if paid, to enable the Navigation Company to declare the dividends above named. Referring to the above, the Philadelphia Ledger says:

As the canal has for many years entailed a loss to the Reading Railroad Company, we should presume that the present receivers (who have already furnished the means to pay the interest upon the first and second mortgage debts) would ask for some reduction of rental, which would necessarily be borne by the later bondholders and the shareholders.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 11, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	203,822	5,120,098	6,061,307
Schuylkill Canal....	21,609	302,428	657,935
Lehigh Valley..... ..	110,975	3,344,806	3,205,516
Del.,Lack. & Western.	100 804	2,275,399	2,551,433
Shamokin Valley....	21,555	567,229	630,192
Central New Jersey..	115,610	2,367,733	2,679,361
United R. R. of New Jersey	83,459	747,921	596,382
Pennsylvania Coal ..	37,484	707,842	973,557
Delaware and Hudson	83,318	1,972,755	2,304,948
Huntingdon & Broad Top Mt.....	9,334	307,619	224,363
Penn. and New York.	24,007	833,590	913,393
Clearfield, Pa..... ..	44,891	1,104,904	1,062,811

The total tonnage of anthracite coal from all the regions for the week ending Sept. 11, as reported by the several carrying companies, amounted to 596,473 tons, against 516,192 tons in the corresponding week last year, an increase of 80,281 tons. The total amount of anthracite mined for the year is 14,973,509 tons, against 17,593,237 tons for the same period last year, a decrease of 2,619,827 tons. The quantity of bituminous coal sent to market for the week amounted to 101,686 tons, against 48,093 tons in corresponding week last year, an increase of 53,593 tons. The total amount of bituminous mined for the year is 2,959,617 tons against 2,475,752 tons for the corresponding period last year, an increase of 483,865 tons. The total tonnage all kinds of coal for the week is 698,159 tons, against 564,285 tons in corresponding week last year, an increase of 133,874 tons, and the total tonnage for the coal year is 17,933,026 tons against 20,068,989 tons to same date last year, a decrease of 2,135,963 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of September was 145,791 tons, of which 111,523 tons were coal and 34,268 tons coke. The total tonnage for the year thus far has been 4,750,272 tons of which 3,575,553 tons were coal and 1,174,719 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 11 were 46,064 tons, and for the year to that date 1,452,585 tons—343,104 tons over the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 18,229 tons, year 894,458 tons, an increase over 1879, 252,874 tons. Chesapeake and Ohio Canal—week, 20,895 tons; year 399,944 tons; increase over 1879, 46 647 tons. Pennsylvania Railroad—week 6,940 tons; year, 158,183 tons; increase over 1879, 43,582 tons.—Phil. Ledger, Sept. 20.

☞ The Chicago, Milwaukee and St. Paul Railway Co. has taken formal possession of the Chicago, Clinton, Dubuque and Minnesota Railroad, and the Wisconsin Valley Railroad, recent acquisitions. The former runs from Clinton, Ia., to La Crescent, Minn., and is 420 miles long, and

the latter runs from Toma, Wis., to Jenney, Wis., and is 108 miles long.

Philadelphia and Reading Coal and Iron Company's Bonds.

The receivers of the Philadelphia and Reading Railroad Company, guarantors of the divisional coal land mortgage bonds of the Philadelphia and Reading Coal and Iron Company, give notice that they will purchase the overdue July, August and September interest and coupons of the bonds described below, at the rate specified, it being understood and agreed to on the part of the receivers that the principal of all of the bonds and all after-accruing interest thereon shall retain priority of lien over the coupons and interest so purchased.

On the following tracts interest will be paid in full:

	Amount outstanding.	Interest due.	Int. to be paid.
Munson & Williams.	$1,840,000	$16,900	$46,900
Big Mountain Improvement Co...	111,000	3,885	3,885

On the following tracts interest will be reduced to 6 per cent.:

Eagle Hill, Ravensdale Dilcamp and West Flowery Field	$254,000	$8,890	$7,620
Lee Land and Oak Hill	524,000	18,340	15,720
Brady, Gray and Wetherill.....	229,000	8,015	6,870

Interest on the following tracts will be reduced to 5 per cent.:

St. Clair.....	$285,000	$9,975	$7,125
Glentworth.....	209,000	7,315	5,225
Locust Mountain Summit Imp. Co.	265,000	9,275	6,625
Mt. Carmel, Locust M. Coal Co.....	376,000	13,160	9,400
McNeal	179,000	6,265	4,475
Hartman & Myer..	13,000	255	325

On the following tracts interest will be reduced to 4 per cent.:

Catharine Groh....	$400,000	$14,000	$8,000
Tamaqua..	1,640,940	57,400	32,800
Minersville estate..	136,000	4,760	2,720
Diamond	26,000	910	520
Coal Hill estate....	69,000	2,415	1,380
Gunkle and Branham	165,000	5,775	3,300
Valley Furnace estate.....	1,295,000	42,325	25,900
Total	$7,516,000	$263,060	$188,790
Difference in Int.	$74,270		

No arrangement appears to have been made for the Putnam county, N. Y., iron ore lands tract of $345,000, interest of which was passed on June 1.

It is further announced that as the receivers are not yet prepared to enter into any permanent agreement with the holders of the bonds above mentioned, they propose the above plan without requiring or proposing at present the surrender of any rights on the part of the bondholders, beyond the overdue coupon or interest.

The Trade of Savannah.

The annual trade review of the Savannah News shows that Savannah received last year 728,455 bales of cotton during the year just closed. The total value of all domestic exports amounted to $24,320,691, and the total imports to $523,051. The total tonnage of the port during the year was 1,228,254. The trade in fertilizers amounted to 119,583 tons, against 85,059 tons of the preceding year. The sales of meat and lard aggregated 25,000,000 pounds, valued at $2,000,000. There has been a remarkable increase in every branch of trade, and "Savannah has held her own as one of the first cotton ports on the South Atlantic coast."

Wealth, Debt and Taxation of Ohio.

The following is an abstract of the statement of the "wealth, debt and taxation" of the State of Ohio, issued by the census officers. The figures are for the fiscal year ended September 1, 1879:

County debt, bonded and floating, $2,962,648 14; city debt, bonded and floating, $38,571,388 66; town, village and township debt, bonded and floating, $1,668,934 43; bonded school debt, $1,451,197 32; total local debt, $44,654,168 55.

Besides this local debt there is a funded State debt consisting of loans amounting to $6 476,805 30, and an irredeemable State debt of trust funds amounting to $4,289,718 52, making a grand total of State indebtedness of all kinds amounting to $65,420,692 37. In the amount of local debts no deduction has been made of the 'cash on hand to pay debt' reported from a number of counties and cities. The amount of 'cash on hand' to September 1, 1879, was $3,186,722 71.

By the census of 1870 the county debt of the State, bonded and floating, was $4,237,543, and the town city and other debts, $8,272,367, or a total of $12,509,910, against $44,654,168 55 local indebtedness in 1880. This increase in local indebtedness has been chiefly in the large cities. The capitation tax for 1880 is $25,735,969, against $23,526,548 in 1879. An increase of $2,209,421, which really represents only the interest on the increased debt. Of course, national taxes are not included in the above amount.

The total assessed valuation of the State is $1,547,746,600, against $1,167 731,697 in 1870, $959,867,101 in 1860, $133,872,632 in 1850 and $126,000,000 in 1841. The assessed valuation of Hamilton County is $107,324,069; of Cuyahoga, $88,492,680; of Franklin, $50 772,639; of Montgomery, $44,392,870; of Lucas, $32,593,425, and of Butler, $33,119,243.

Wisconsin Central Railroad.

The branch of the Wisconsin Central Railroad extending from Abbottsford to Chippewa Falls is fast approaching completion, and hopes are entertained that regular trains will be running next month. Arrangements have been made to run through trains from Manitowoc to St. Paul and Minneapolis. A line of boats to ply on Lake Michigan between Ludington and Manitowoc, connecting on the east shore with the Flint and Pere Marquette Railroad, and on the west with the Milwaukee, Lake Shore and Western Railroad will be put on as soon as possible. This will form the great short line from East to West, and will run in connection with the Grand Trunk system. The roads comprising it in Wisconsin will be the Lake Shore road from Manitowoc to Appleton, the Wisconsin Central from Appleton to Chippewa Falls, the Chippewa Falls and Western from Chippewa Falls to Eau Claire, and the West Wisconsin from Eau Claire to St. Paul and Minneapolis. The boats from Ludington to Manitowoc will be operated by the Wisconsin Central. It is intended to make this route the popular freight route from West to East, and as it is much the shortest it will certainly receive its share of patronage. Parlor and sleeping cars will be run from Manitowoc to St. Paul and Minneapolis, and passengers will not be obliged to change for the whole distance.

☞ A quarterly dividend of Two and a half per cent will be paid on the capital stock of the Metropolitan Elevated Railway Company, at the office of the Central Trust Company, on the 1st of October.

☞ A writer in the Davenport (Iowa) Democrat tells how in 1856 he was shown the first sleeping car by its inventor, Mr. Woodruff, at Toledo. Mr. Woodruff had, during several years past, been obliged to accompany his wife, a chronic invalid, from Ohio to Philadelphia for medical treatment, and her sufferings on the journey had constantly suggested the possibility of a more comfortable conveyance, that at last he had conceived the idea—undoubtedly borrowed largely from recollections of the sleeping accommodations on canal packets before the advent of railroads—of portable and adjustable berths, and, buying an old car, he had worked out his idea, and had only an hour previous, brought it in for a trial trip which was to be made that same night.

☞ The proof that petroleum sources are almost world-wide seems to be abundant. In one of the Ionian Islands there is a spring which has yielded petroleum more than two thousand years. The wells of Armenia, on the banks of the Zaro, were formerly used for lighting the city of Genoa. In Persia, too, near the Caspian Sea at Baku, numerous springs of petroleum have been known from the earliest times; and those of Rangoon, on the Irawaddy, are said to have yielded, before the general introduction of petroleum among civilized nations, some 400,000 hogsheads of oil per annum.

☞ The Port Huron and Southwestern Narrow Gauge Railway has been completed from Minder, Mich., to Sand Beach, a distance of 14¼ miles, making a total of 70 miles of main line. Work on the Marietta branch is progressing rapidly, the 32 miles being nearly half graded. It is expected the entire work will be completed and in running order by January 1, 1881. The company has just received a large addition to its rolling stock from the Ohio Falls Car Co.

☞ Suit has been entered in the United States Circuit Court at Nashville, for John B. Manning, of New York, against the State Treasurer and Controller of Tennessee to recover $5,000 interest on funded bonds of that State. If Manning obtains a decision in his favor suits will be entered by other holders of Tennessee bonds, none of whom have received interest for several years.

☞ The railroad to the mouth of Vesuvius is 800 metres long and terminates 2.00 metres from the mouth of the crater. The inclines are 4 in 10 for the first 135 metres; 63 in 100 for the next 330 metres; then 56 52 and 48 in the 100 for the remainder. The carriages are drawn by a steel rope of 49 strands, coated with tar to protect from rust.

☞ The lighting of the harbor of Montreal by electricity has been tested and with most satisfactory results as would seem from the report of the harbormasters. The method was adopted early in July after a trial of seven weeks and since then has been in constant use.

☞ Track laying on the George's Creek and Cumberland railroad has been completed to a point nearly opposite Ocean Station, Cumberland and Pennsylvania railroad.

☞ The Bradford, Bonzell and Kinzua Railroad is to be completed to Smethport.

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No. 71 BROADWAY, NEW YORK, Sept. 16, 1880. }

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The transfer books will be closed on the 20th inst., at 3 o'clock P. M., and reopened on the 2d of October next. By order. JOHN E. BODY, Treasurer.

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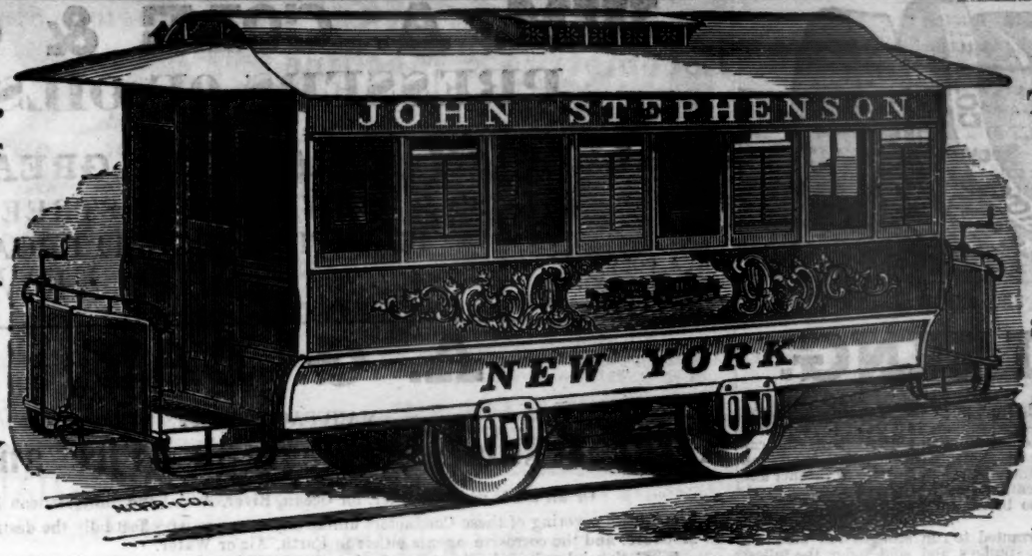

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